

STATE CLEARINGHOUSE NUMBER: 91121051

**RESPONSES TO COMMENTS ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT**

FOR

**WALT DISNEY STUDIOS MASTER PLAN
PLANNED DEVELOPMENT APPLICATION**

LEAD AGENCY/EIR PREPARED BY:

**CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
275 EAST OLIVE AVENUE
P.O. BOX 6459
BURBANK, CALIFORNIA 91505-6459
CONTACT PERSON: STEVE SOMERS
TELEPHONE: (818) 953-9582**

WITH ASSISTANCE FROM:

**LSA ASSOCIATES, INC.
1 PARK PLAZA, SUITE 500
IRVINE, CA 92714**

September 11, 1992

INTRODUCTION

This Response to Comments volume of the Environmental Impact Report (EIR) provides responses to all written comments received by the City of Burbank on the Draft EIR during the 45 day public review period, and responses to the oral comments received during the public hearing held on the Draft EIR on August 3, 1992, before the City's Planning Board. All of the written comments received on the Draft EIR are presented in Chapter 1.0 of this document; all of the oral comments received on the Draft EIR during the public hearing are presented in Chapter 2.0, and the responses to all of the written and oral comments are presented in Chapters 3.0 and 4.0, respectively.

Each individual comment letter received, either written or oral (Sections 1.0 and 2.0), has been numbered in descending order. In addition, each comment has been given a number. For example, the first comment in the first written response is identified as 1-1. These comment numbers are located in the right hand column. The comment numbers in Chapters 1.0 and 2.0 correspond to the response numbers in Chapters 3.0 and 4.0.

The 45 day period for review of the Draft EIR began on July 10, 1992, and ended on August 24, 1992. All written comments received during the 45 day review period are responded to in this document.

Section 15044 of the State CEQA Guidelines grants any person or entity authority to submit comments on the Draft EIR concerning any environmental effects of the proposed project. Many of the written and oral comments included in this Response to Comments volume of the EIR raise issues that do not address the adequacy of completeness of the Draft EIR, do not raise environmental issues, or request incorporation of additional information not relevant to environmental issues. These comments do not require a response, pursuant to the California Environmental Quality Act. Each written correspondence received in response to the Draft EIR during the public review period is included in Chapter 2.0 in original form. Each verbal correspondence received at the public hearing on August 3, 1992, was transcribed by City staff, and a summary of the environmental concerns was prepared and presented in Chapters 3.0 and 4.0 of this document.

Following the Table of Contents is a listing of comments on the DEIR by subject to assist the reader in reviewing the responses.

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Burbank Rancho Association, Inc.
Burbank Rancho Homeowners
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Michele Crawght
H. H. Maddren Jr.
Helen Simpson
Joy and Joe Luttge
Marjorie Jandt
Ken and Phyllis Sparling/Janet Sparling Bevard/Brian K. Sparling
Paul Chitlik
Hratch Manash
Evelyn Griffen
Richard T. and Lisa M. Dickinson
William E. Bess
Gary Gabbert
Graciela Ginez
Mel Wick
Howard and Yvonne Meland
Hazel Walker
Diane Bidesian
Ed McGeean
William L. Easley, Jr.

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Tomme Lenz
Ivan Cregger
Helen Cregger
Evelyn Griffen
Margaret Larson
Bob Richards
Ted McConkey
Jules Kimmett
David Mark

Lorraine Bellis-Mark
 Gary Lambeth
 Barbara Briel
 Andrew Quadrini
 Dianne Adams
 Robert Clark
 Jean Crawford Donald
 Irene Lukowski
 Warren Ettleman

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Irene Lukowski	4-8
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Comment Number	Subject	Commentor
3-1	Air Quality	SCAG
4-1	Air Quality	SCAQMD
4-2	Air Quality	SCAQMD
4-3	Air Quality	SCAQMD
4-4	Air Quality	SCAQMD
4-5	Air Quality	SCAQMD
4-6	Air Quality	SCAQMD
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7-16	Air Quality	Burbank Rancho Association
8-1	CEQA	Burbank Rancho Homeowners
8-16	CEQA	Burbank Rancho Homeowners
8-17	CEQA	Burbank Rancho Homeowners
8-18	CEQA	Burbank Rancho Homeowners
8-21	CEQA	Burbank Rancho Homeowners
8-25	CEQA	Burbank Rancho Homeowners
8-26	CEQA	Burbank Rancho Homeowners
8-27	CEQA	Burbank Rancho Homeowners
30i-2	CEQA	Ted McConkey
7-17	Construction	Burbank Rancho Association
7-18	Construction	Burbank Rancho Association
8-6	Construction	Burbank Rancho Homeowners
8-22	Construction	Burbank Rancho Homeowners
8-23	Construction	Burbank Rancho Homeowners
8-28	Construction	Burbank Rancho Homeowners
18-2	Construction	Hratch Manash
18-3	Construction	Hratch Manash

DEIR COMMENTS ORGANIZED BY SUBJECT

Comment Number	Subject	Commentor
19-1	Construction	Evelyn Griffin
30b-1	Construction	Terre Hirsh
30b-5	Construction	Terre Hirsh
30i-6	Construction	Ted McConkey
30n-3	Construction	Barbara Briel
30s-1	Construction	Irene Lukowski
8-2	Cumulative Impacts	Burbank Rancho Homeowners
8-4	Cumulative Impacts	Burbank Rancho Homeowners
30i-1	Cumulative Impacts	Ted McConkey
7-9	Helistop	Burbank Rancho Association
7-10	Helistop	Burbank Rancho Association
7-11	Helistop	Burbank Rancho Association
7-12	Helistop	Burbank Rancho Association
7-13	Helistop	Burbank Rancho Association
7-14	Helistop	Burbank Rancho Association
7-15	Helistop	Burbank Rancho Association
8-20	Helistop	Burbank Rancho Homeowners
19-4	Helistop	Evelyn Griffin
30f-1	Helistop	Evelyn Griffin
30i-4	Helistop	Ted McConkey
30m-4	Helistop	Gary Lambeth
30n-2	Helistop	Barbara Briel
30p-1	Helistop	Dianne Adams
7-2	Land Use	Burbank Rancho Association
8-29	Land Use	Burbank Rancho Homeowners
8-33	Land Use	Burbank Rancho Homeowners
8-34	Land Use	Burbank Rancho Homeowners
21-5	Land Use	William E. Bess

DEIR COMMENTS ORGANIZED BY SUBJECT

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30b-3	Land Use	Terre Hirsh
30b-4	Land Use	Terre Hirsh
30i-3	Land Use	Ted McConkey
8-35	Neighborhood Protection	Burbank Rancho Homeowners
21-2	Neighborhood Protection	William E. Bess
30i-5	Neighborhood Protection	Ted McConkey
19-2	Not Environmental Issue	Evelyn Griffin
21-7	Not Environmental Issue	William E. Bess
30f-3	Not Environmental Issue	Evelyn Griffin
30p-2	Not Environmental Issue	Dianne Adams
30p-4	Not Environmental Issue	Dianne Adams
1-1	Opinion	Governor's Office of Planning and Research
7-1	Opinion	Burbank Rancho Association
8-3	Opinion	Burbank Rancho Homeowners
8-5	Opinion	Burbank Rancho Homeowners
9-1	Opinion	Joan Klengler
10-1	Opinion	Peter and Lydia de los Prados/ Aracely de los Prados
11-1	Opinion	Michele Crawght
13-1	Opinion	Helen Simpson
13-2	Opinion	Helen Simpson
14-1	Opinion	Joy and Joe Luttge
15-1	Opinion	Marjorie Jandt
16-1	Opinion	Ken and Phyllis Sparling (et al)
20-1	Opinion	Richard T. and Lisa M. Dickinson
21-8	Opinion	William E. Bess
22-1	Opinion	Gary Gabbert

DEIR COMMENTS ORGANIZED BY SUBJECT

Comment Number	Subject	Commentor
23-1	Opinion	Graciela Ginez
24-1	Opinion	Mel Wick
25-1	Opinion	Howard and Yvonne Meland
26-1	Opinion	Hazel Walker
27-1	Opinion	Diane Bedesian
28-1	Opinion	Ed McGeean
29-1	Opinion	William L. Easley, Jr.
30a-1	Opinion	David Gerred
30c-1	Opinion	Tomme Lenz
30d-1	Opinion	Ivan Cregger
30e-1	Opinion	Helen Cregger
30g-1	Opinion	Margaret Larson/Jane Howard
30h-1	Opinion	Bob Richards
30j-1	Opinion	Jules Kimmett
30k-1	Opinion	David Mark
30l-1	Opinion	Lorraine Bellis-Mark
30m-1	Opinion	Gary Lambeth
30o-1	Opinion	Andrew Quadinni
30q-1	Opinion	Robert Clarke
30r-1	Opinion	Jean Crawford Donald
30t-1	Opinion	Warren Ettleman
19-3	Project Description	Evelyn Griffin
21-1	Project Description	William E. Bess
21-4	Project Description	William E. Bess
30f-2	Project Description	Evelyn Griffin
30r-2	Project Description	Jean Crawford Donald
6-1	Public Services	BUSD
6-2	Public Services	BUSD

DEIR COMMENTS ORGANIZED BY SUBJECT

Comment Number	Subject	Commentor
8-8	Public Services	Burbank Rancho Homeowners
8-14	Public Services	Burbank Rancho Homeowners
8-24	Public Services	Burbank Rancho Homeowners
30n-5	Public Utilities	Barbara Briel
30n-6	Public Utilities	Barbara Briel
2-1	Traffic	Caltrans
2-2	Traffic	Caltrans
2-3	Traffic	Caltrans
2-4	Traffic	Caltrans
5-1	Traffic	LADOT
5-2	Traffic	LADOT
5-3	Traffic	LADOT
5-4	Traffic	LADOT
5-5	Traffic	LADOT
5-6	Traffic	LADOT
5-7	Traffic	LADOT
5-8	Traffic	LADOT
7-3	Traffic	Burbank Rancho Association
7-4	Traffic	Burbank Rancho Association
7-5	Traffic	Burbank Rancho Association
7-6	Traffic	Burbank Rancho Association
7-7	Traffic	Burbank Rancho Association
7-8	Traffic	Burbank Rancho Association
7-19	Traffic	Burbank Rancho Association
8-7	Traffic	Burbank Rancho Homeowners
8-9	Traffic	Burbank Rancho Homeowners
8-10	Traffic	Burbank Rancho Homeowners
8-11	Traffic	Burbank Rancho Homeowners

DEIR COMMENTS ORGANIZED BY SUBJECT

Comment Number	Subject	Commentor
8-12	Traffic	Burbank Rancho Homeowners
8-13	Traffic	Burbank Rancho Homeowners
8-15	Traffic	Burbank Rancho Homeowners
8-30	Traffic	Burbank Rancho Homeowners
8-31	Traffic	Burbank Rancho Homeowners
8-32	Traffic	Burbank Rancho Homeowners
12-1	Traffic	H.H. Madden
17-1	Traffic	Paul Chitlik
18-1	Traffic	Hratch Manash
21-3	Traffic	William E. Bess
21-6	Traffic	William E. Bess
30b-2	Traffic	Terre Hirsh
30m-2	Traffic	Gary Lambeth
30m-3	Traffic	Gary Lambeth
30n-1	Traffic	Barbara Briel
30n-4	Traffic	Barbara Briel
30p-3	Traffic	Dianne Adams

1.0 WRITTEN COMMENTS ON THE DRAFT EIR

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

Aug 24, 1992

CITY OF BURBANK
92 AUG 27 PM 3:32ROGER BAKER
CITY OF BURBANK
275 EAST OLIVE AVENUE
BURBANK, CA 91510-6459Subject: WALT DISNEY STUDIOS MASTER PLAN
SCH # 91121051

Dear ROGER BAKER:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation. These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Tom Loftus at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in cursive script, reading "Christine Kinne".

Christine Kinne
Acting Deputy Director, Permit Assistance

Enclosures

cc: Resources Agency

NOTICE OF COMPLETION

Appendix F

See NOTE below

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

SCH # 91121051

Project Title: Walt Disney Studios Master Plan (PD No. 91-13)

Lead Agency: City of Burbank

Contact Person: Roger Baker

Street Address: 275 E. Olive Ave.

Phone: (818) 953-9586

City: Burbank Zip: 91502

County: Los Angeles

Project Location
County: Los Angeles

City/Nearest Community: Burbank

Cross Streets: Buena Vista St. and Alameda Ave.

Total Acres: 44.65

Assessor's Parcel No.

Section

Top

Range

Base

Within 2 Miles State Hwy #: 134, I-5, US101 Waterways: Los Angeles River

Airports: Burbank-Glen.-Pas

Railways: SPR Main Lines

Schools: Burroughs HS, Jordan

Providence HS, St. Finbar, Stevenson, Walt Disney

Document Type

CEQA:

☐ NOP

☐ Early Com

☐ Neg Doc

☒ Draft EIR

☐ Supplement/Supplement

☐ EIR (Prior SCH No.)

☐ Other

NEPA:

☐ NOI

☐ EA

☐ Draft EIS

☐ FONSI

Other:

☐ Joint Document

☐ Final Document

☐ Other

Local Action Type

☐ General Plan Update

☐ General Plan Amendment

☐ General Plan Element

☐ Community Plan

☐ Specific Plan

☒ Master Plan

☒ Planned Unit Development

☐ Site Plan

☐ Remona

☐ Pruneda

☐ Use Permit

☒ Land Division (Subdivision, Parcel Map, Tract Map, etc.)

☐ Annexation

☐ Redevelopment

☐ Coastal Permit

☐ Other

Development Type

☐ Residential: Units

Acres

☐ Office: Sq.ft.

Acres

Employees

☐ Commercial: Sq.ft.

Acres

Employees

☒ Industrial: Sq.ft.

Acres

Employees

☐ Educational: Sq.ft.

Acres

Employees

☐ Recreational

Acres

Employees

☐ Water Facilities: Type

MGD

☐ Transportation: Type

☐ Mining: Mineral

☐ Power: Type

Watts

☐ Waste Treatment: Type

☐ Hazardous Waste: Type

☐ Other

Project Issues Discussed in Document

☒ Aesthetic/Visual

☐ Agricultural Land

☐ Air Quality

☐ Archeological/Historical

☐ Coastal Zone

☐ Drainage/Absorption

☐ Economic/Job

☐ Fiscal

☒ Flood Plain/Flooding

☐ Forest Land/Fire Hazard

☒ Geologic/Seismic

☐ Minerals

☒ Noise

☒ Population/Housing Balance

☒ Public Services/Facilities

☒ Recreation/Parks

☒ Schools/Universities

☐ Septic Systems

☒ Sewer Capacity

☒ Soil Erosion/Compaction/Grading

☒ Solid Waste

☒ Toxic/Hazardous

☒ Traffic/Circulation

☒ Vegetation

☐ Water Quality

☐ Water Supply/Groundwater

☐ Wetland/Riparian

☐ Wildlife

☐ Growth Inducing

☐ Land Use

☒ Cumulative Effects

☒ Other: Light & Glare

Present Land Use/Zoning/General Plan Use

Film studio/M-1 Limited Industrial & C-3 Commercial

General Business zones/Restricted Industry & Limited Commercial

Project Description

Demolition of 249,626 sf of office & production space & miscellaneous uses;
Construction of 2,059,989 sf of office & production space & supporting uses;
Vesting Tentative Tract Map No. 50745 will divide site into nine parcels.

CLEARINGHOUSE CONTACT: Tom Loftus
(916) 445-0613

STATE REVIEW BEGAN:

7.10.92

DEPT REV TO AGENCY:

8.17

AGENCY REV TO SCH:

8.21

SCH COMPLIANCE:

8.24

PLEASE NOTE SCH NUMBER ON ALL COMMENTS

PLEASE FORWARD LATE COMMENTS DIRECTLY
TO THE LEAD AGENCY ONLY

AQMD/APCD: 33 (Resources: 7, 11)

GMT SNT

Resources

[Redacted]

Conservation

Fish & Game 5

Parks & Rec/OHP

[Redacted]

Aeronautics

Caltrans 7

[Redacted]

GMT SNT

State/Consumer Svcs

General Services

Schools

Environment/Ag

ARB

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Reg. WQCB 14

Corrections

[Redacted]

[Redacted]

[Redacted]

[Redacted]

PUC

State Lands Comm

[Redacted]

[Redacted]

(*S* = sent by lead / ** = sent by SCH)

Memorandum

To :

Mr. Tom Loftus
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Date : August 20, 1992

File No.:

IGR/CEQA
DEIR
City of Burbank
WALT DISNEY STUDIOS
MASTER PLAN
500 So. Buena Vista St.
Vic. LA-134-2.90

From :

Robert Goodell - District 7
DEPARTMENT OF TRANSPORTATION

Subject :

Project Review Comments

SCH. No. 91121051

Caltrans has reviewed the above-referenced document. Based on the information received, and in addition to our previous comments made on January 16, 1992 enumerating items to be covered in your document, we have the following comments:

APPENDICES

- | | | |
|----------------|---|-----|
| 1. Page 2-1: | 2. <u>EXISTING CONDITIONS</u> - "STREETS AND HIGHWAYS" | |
| | Your document shows the Ventura Freeway with peak hour volumes of about 14,500 (VPH), Caltrans Traffic Operations show a peak hour volume of 15,200 (VPH). | 2-1 |
| 2. Figure 2-1: | 2. <u>EXISTING CONDITIONS</u> - "STUDY INTERSECTION LOCATION MAP" | |
| | Your document should show a North Arrow. | 2-2 |
| 3. Table 7-B | 7. <u>PROJECT TRAFFIC IMPACTS ON REGIONAL TRANSPORTATION NETWORK</u> - "YEAR 2000 PEAK HOUR RAMP TRAFFIC WITH DISNEY PROJECT AND TDM" | |
| | Your document estimates a Capacity of 1800 (VPH), Caltrans Traffic Operations uses a peak hour volume of 1500 (VPH), a new calculation will have to be made for the V/C Ratios. | 2-3 |

We are satisfied with the document's overall traffic analysis and we generally concur with the proposed mitigation measures. However, mitigation for the cumulative impact of this project along with all approved and proposed projects in the vicinity should be considered for the Ventura Freeway (SR-134), Golden State Freeway (I-5) and the Hollywood Freeway (US-101).


2-4

Mr. Tom Loftus
August 20, 1992
Page Two

We believe that traffic impact fees should be extended to cover mitigation for highway deficiencies that occur as a result of the additional traffic generated by the proposed project, to the extent that transportation demand management (TDM) and other mitigation strategies cannot be shown to significantly reduce mainline freeway traffic.

2-4

If you have any questions regarding this response, please call Wilford Melton at (213) 897-1338.



ROBERT GOODELL, CHIEF
Advance Planning Branch

cc: Roger Baker
City of Burbank
Office of Planning and Research
275 East Olive Avenue
Burbank, CA 91510-6459

nh\7061

AUG 12 1992



818 West Seventh Street, 12th Floor • Los Angeles, California 90017-3435 • (213) 236-1800 • FAX (213) 236-1825

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Development

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Thousand Oaks

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Chino

Richard Kelly, Mayor
Palm Desert

ALTERNATES

Imperial County • **Sam Sharp, Supervisor** • Los Angeles County • **Ed Edelman, Supervisor** and **Kenneth Hahn, Supervisor** • Orange County • **Gaddi Vazquez, Supervisor** • Riverside County • **Melba Dunlap, Supervisor** • San Bernardino County • **Larry Walker, Supervisor** • Ventura County • **Vicky Howard, Supervisor** • Cities of Imperial County • **Victor Sanchez, Jr., Mayor Pro Tem**, Westmorland • Cities of Los Angeles County • **Abbe Land, Councilmember**, West Hollywood • Cities of Orange County • **Ruthelyn Plummer, Councilmember**, Newport Beach • Cities of Riverside County • (Vacant) • Cities of San Bernardino County • **Elmer Digneo, Mayor Pro Tem**, Loma Linda • Cities of Ventura County • **Judy Mikkels, Councilmember**, Simi Valley • City of Los Angeles • **Richard Alatorre, Councilmember** • **Rita Walters, Councilmember** • **Michael Woo, Councilmember** • Long Beach 2nd position • **Douglas Drummond, Councilmember** • At Large • **George Nakano, Councilmember**, Torrance • **Candace Haggard, Councilmember**, San Clemente • **Judy Wright, Councilmember**, Claremont • Ex-Officio • **Judith Johnston-Weston**, Los Angeles: Chair, Regional Advisory Council

August 10, 1992

Mr. Robert Tague, Community Development Director
City of Burbank
275 East Olive Avenue, P.O. Box 6459
Burbank, CA 91510-6459

RE: Draft EIR for the Walt Disney Studios Master Plan
SCAG No. I 920000035

Dear Mr. Tague:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for The Walt Disney Studios Master Plan. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies to review projects and plans for consistency with the Regional Housing Needs Assessment (RHNA), the Regional Mobility (RMP), Growth Management (GMP), and Air Quality Management (AQMP) Plans, all of which are included in the State Implementation Plan (SIP).

The actions of the Executive Committee and the attached comments are meant to provide guidance for addressing the proposed project within the context of our regional goals and plans, which are based in part upon state and federal mandates. While neither the project sponsor nor the lead agency is required to undertake the specific actions recommended by SCAG or other agencies through the Inter-Governmental Review Process, there are requirements in state and federal laws for consistency with regional goals and plans.

A SCAG staff report and recommendation concerning the Walt Disney Studios Master Plan was considered by SCAG's Local Assistance and Compliance Committee (LACC) on July 23, 1992. Following a review of the SCAG staff report and a discussion of the project with representatives of the Disney Development Company and with Mr. Tom Flavin, City Councilman of the City of Burbank, the LACC requested the following action of SCAG's Executive Committee:

Direct SCAG staff to prepare a reply to the City of Burbank, with a copy to the applicant, stating that SCAG:

1. Finds that the Walt Disney Studios Master Plan would conform with the AQMP provided that City requires that the project be mitigated

3-1

August 10, 1992
Mr. Robert Tague
Page 2

substantially in accordance with the following measure, as proposed in the DEIR:

The Walt Disney Company shall continue to maintain and annually revise its Transportation Demand Management program; maintain the Disney shuttle as described in Appendix F of the DEIR until consolidation is substantially achieved; and maintain membership in the Burbank Media District Transportation Management Organization.

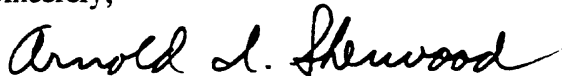
2. Requests that the City monitor all mitigation measures associated with this project in accordance with AB 3180 and report the results to SCAG through the Annual Reasonable Further Reports.

These requested actions were approved at the August 6, 1992 meeting of the SCAG Executive Committee.

SCAG recognizes the value and importance of the Walt Disney Studios Master Plan development to the community and the region. The ability to sustain and enhance the physical plant of this important segment of the motion picture and television industry is essential to the health and well-being of the greater Los Angeles community. Concurrently, along with the benefits of such projects are concerns that need to be addressed regarding the project's impacts on the surrounding community. Among these issues are increased vehicle trips and vehicle miles travelled, and air quality consequences. It is very encouraging that the City has demonstrated that it is taking responsibility to provide the appropriate incentives, policies, programs, and plans comprising the planning foundation to allow for the support of this project as well as understanding the need for sharing the responsibility for the mitigation of potential negative impacts the project may generate. We look forward to continuing to work together with you for the successful completion of this project.

If you have any questions about this letter or the attached comments, please contact Glenn Blossom (213) 236-1876. He will be happy to assist you to address the comments as necessary to meet regional, state and federal requirements.

Sincerely,



Arnold I. Sherwood, Ph.D.

Director

Forecasting, Analysis and Monitoring

AIS:GFB

3-1



August 10, 1992
Mr. Robert Tague
Page 3

Comments on the Walt Disney Studios Master Plan Draft EIR

Background

On June 25, 1992, the LACC had a presentation by a representative of the Walt Disney Studios of the proposed Master Plan for studio expansion. At that time it was stated that the project would be brought back to the LACC for action at a later date. The Draft EIR was released by the City of Burbank for review and comment on July 10, 1992.

Project Description

The proposed project and project related mitigation includes demolition of 249,626 adjusted gross square feet (agsf) of existing building space and construction of 2,059,989 agsf of new space, for a net addition of 1,810,363 agsf on the 50 acre site. The proposed project has an office equivalent floor area ratio (FAR) of 0.99, or ten percent less than the 1.1 FAR permitted under the Media District Plan of the City of Burbank.

The new construction is proposed to take place in two primary phases and be completed by the year 2000. The development will consist of sound stages and related production facilities; production support facilities such as workshops and warehousing; office space; employee services such as child care, food service, fitness center, and retail; and a central plant.

The proposed project and project related mitigation also includes a pedestrian bridge over Riverside Drive, an on-site helistop, and relocation of a sanitary sewer line on the six acre parcel south of Riverside Drive.

Key Issues

- o Does the project improve the subregion's job/housing balance performance ratio or does it contribute to the attainment of the appropriate subregional VMT target?
- o Does the project reduce vehicle trips and VMT to the maximum extent feasible by implementing transportation demand management strategies?
- o Are the calculations of new jobs consistent with SCAG policy?

3-1



Staff Analysis of Jobs/housing Balance

SCAG staff generally concurs with the DEIR section describing the probable impacts of the project on air quality. In that section there is a discussion of the conformity of the project with AQMP (and indirectly with GMP). As SCAG has delineated subregions, this project lies within the San Fernando Valley Subregion which is a job-rich subregion. In 1984 this subregion had jobs/housing (j/h) ratio of 1.28 which was nearly identical to the ratio for the region as a whole indicating that it was relatively balanced. By 2010 the subregion is expected to become slightly job rich and consequently a target performance ratio of 1.26 has been set.

However, as also indicated in the DEIR, the City of Burbank lies on the easterly boundary of the San Fernando Valley subregion. Adjoining this subregion to the east is the Glendale/Pasadena subregion which had a 1984 j/h ratio of 1.10 and a 2010 target j/h ratio of 1.15. This identifies the Glendale/Pasadena subregion as being jobs poor/housing rich and even after the corrective measures of the j/h balance policy have been applied, it will remain so.

SCAG staff also concurs that a large percentage of the work force for the project will continue to be drawn from both of these subregions and that, due to the location of the project near the subregional boundary, a good case can be made for treating these two subregions as a single commute shed for the project. When that is done, the DEIR shows that the resulting j/h ratio for 2010 becomes 1.21 which is slightly housing rich. It can be therefore concluded that the project conforms with the jobs/housing balance performance criteria of the AQMP and GMP.

Going further, the DEIR also contains estimates of Vehicle Miles Travelled (VMT) reduction attributable to features of the project and proposed mitigation measures related to it. These include:

o	Employee Consolidation	1,650 VMT
o	Child Care	960 VMT
o	On-Campus Employee Service	12,150 VMT
	Total	14,760 VMT

SCAG Staff Analysis of TDM Program

On the issue of whether vehicle trips and VMT are being reduced to the maximum extent feasible, the DEIR cites Disney's comprehensive nine-point TDM program, its active participation in the Burbank Media District TMO, the effect of consolidating Disney employees in a central work site, and the availability of mass transit alternatives. The City pledges to

August 10, 1992
Mr. Robert Tague
Page 5

ensure that consideration will be given to a range of additional program components including:

- o Additional Financial incentives
- o Parking management strategies
- o Compressed work week
- o Telecommuting
- o Burbank Area shuttle

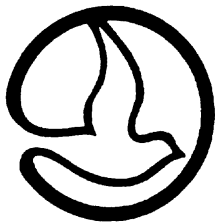
SCAG staff evaluation of the project TDM program is that it appears to meet the City of Burbank requirements which were placed on the Media District Specific Plan, and that it also meets the SIP criterion.

3-1

SCAG Staff Analysis of Employee Count

There will be approximately 3,067 net new direct jobs associated with the project. In addition, the project will also provide employment for 2,421 existing employees to be relocated from other existing locations and 1,218 temporary personnel. If the concept of the combined subregions were to be deemed unacceptable for analytical purposes, (and therefore, we were being confronted with a jobs-rich subregion) mitigation for the 2,421 relocatees would be a potential issue. However, due to the logical basis for using the combined subregional unit for analysis, this is a moot point.





**South Coast
AIR QUALITY MANAGEMENT DISTRICT**

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (714) 396-2000

RECEIVED AUG 31 1992

August 25, 1992

Mr. Timothy Fox
Assistant Planner
City of Burbank
275 East Olive Avenue
P.O. Box 6459
Burbank, CA 91510

Dear Mr. Fox:

Re: Comments on the Draft Environmental Impact Report for Disney Studios

SCAQMD# LAC920717-02

The South Coast Air Quality Management District (SCAQMD) is responsible for adopting, implementing, and enforcing air quality regulations in the South Coast Air Basin. The SCAQMD reviews and analyzes environmental documents for projects that may generate significant air quality impacts, and thereon advises the lead agency.

SCAQMD has reviewed the Proposed Draft EIR for the above-mentioned project. The impact analysis contained in the Draft EIR provides a comprehensive analysis. The project has employed a number of well crafted design features which minimize the potential environmental impacts. However, a nominal amount of additional analysis or supporting documentation is requested.

4-1

Attached is a detailed analysis, including a discussion of the SCAQMD findings and recommendations. The SCAQMD's comments are intended to advise the City of Burbank in addressing and mitigating the air quality impacts from the proposed project. The SCAQMD appreciates the opportunity to comment on the proposed Draft EIR, and looks forward to receiving a response to our comments prior to the issuance of project approval. If you have any further questions, please contact Connie Day, Program Supervisor, at (714) 396-3055.

Sincerely,

Cindy S. Greenwald
Planning Manager

SCAQMD STAFF ASSESSMENT OF THE DRAFT EIR FOR DISNEY STUDIOS

Project Description

Disney Studios is a proposal to develop 1,810,363 square feet of office and studio space and supporting services on 44.65 acres. The project is proposed for two nonadjacent parcels connected by a pedestrian causeway. The first and larger parcel is located between Buena Vista and Keystone Streets from Alameda Avenue south to the city limits. The second and smaller parcel lies at the north side of Alameda Avenue and runs between Buena Vista Street and Edison Boulevard.

Air Quality Setting

SCAQMD maintains several air quality monitoring stations in the South Coast Air Basin. The designated monitoring station for the proposed project area is the Burbank monitoring station. The Draft EIR incorporated the latest 1991 air quality data in table 4.6.A, although the text on page 4-132, paragraph three, indicates the use of 1988-1990 data.

4-2

Construction-Related Air Quality Impacts

The Draft EIR defines construction related air quality impacts as fugitive dust and exhaust emissions from construction equipment and heavy duty trucks. The Draft EIR considered a reasonable mix of equipment which may be found on site during grading and the disposal of excess material activities. While the Draft EIR identified exhaust emissions from construction equipment and fugitive dust, the exhaust emissions from the construction crew's motor vehicles were omitted.

4-3

Operational Air Quality Impacts

The Draft EIR indicates that operational or long term air quality impacts will occur from stationary and mobile source emissions. Mobile sources represent the largest source of emissions due to increased vehicular traffic. The operation related emissions associated with the proposed project are expected to be 2,935 pounds per day of carbon monoxide, 121 pounds per day of reactive organic gases, 370 pounds per day of oxides of nitrogen and 66 pounds per day of particulates. Those levels greatly exceed SCAQMD's levels of significance. Although the project exceeds SCAQMD's levels of significance the project provides environmental design features to mitigate the impacts which are particularly noteworthy:

On-campus employee services to reduce mid-day trips and provide additional incentive for ridesharing.

On-site child care.

Pedestrian orientation of the Disney campus.

Bus turnouts to accommodate mass transit.

Disney Media District shuttle.

4-4

Cumulative Air Quality Impacts

The Draft EIR provided a discussion of cumulative impacts in the region. That discussion together showing project is consistency with the Burbank General Plan and the Media District Specific Plan (MDSP) constitutes sufficient cumulative impact analysis. The Final EIR should however further discuss how the project will reduce its cumulative impact through the application of mitigation measures. The contribution of the related and proposed projects will have a significant cumulative impact. Mitigation measures for construction related emissions were identified, although operation mitigation measures were lacking. If mitigation measure from the MDSP are being applied it would be fitting to have those as part of an appendix for review. Mitigation measures not identified in the Draft EIR, are feasible and should be included as appropriate (see Attachment 2).

4-5

Project Alternatives

The Draft EIR provided an adequate analysis of alternatives. An air quality impact analysis could be developed for each alternative using the same methodology to quantify the assumptions. To facilitate review and comparison of the air quality implications and benefits of each proposal, the City should consider presenting the information in a comparative table format. This analysis could be used to support the Draft EIR statement of why the preferred alternative is superior and has the least negative impacts from an air quality perspective.

4-6

Carbon Monoxide Analysis

The Draft EIR evaluated the carbon monoxide levels with respect to the project's impacts on local air quality by use of a screening table. There are a number of dispersion models that are available to estimate potential CO hot spots. Since the Draft EIR did not use a model, the Final EIR should document the source of the screening table used and the rationale for the use of the screening table instead of a model to estimate the impacts.

4-7

Mitigation Measures

The Draft EIR provided a discussion of significance after mitigation. If the project conforms with the AQMP and applies all feasible and applicable mitigation and control measures, the project will not have a significant adverse impact on regional air quality in the long term.

4-8

Conclusion

SCAQMD staff concludes that the impact analysis in the Draft EIR was comprehensive in addressing all air quality issues. The Disney Studios project has the potential to generate significant construction and operational related adverse air quality impacts as a direct and/or indirect result of project development, construction and traffic generation. Before the EIR is certified, some nominal additional analysis of air quality issues as discussed above should be prepared and presented. The City of Burbank should consider the application of all mitigation measures identified in the Draft EIR, this assessment, and all other mitigation measures that are subsequently identified in order to minimize the air quality impact of the project.

4-9

**ATTACHMENT
POTENTIAL MITIGATION MEASURES
DISNEY STUDIOS**

To reduce stationary emissions of operation related activities.

MITIGATION:

- o Require development practices which maximize energy conservation as a prerequisite to permit approval.
- o Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors.
- o Introduce window glazing, wall insulation, and efficient ventilation methods.
- o Introduce efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces and boiler units.
- o Incorporate appropriate passive solar design, and solar heaters.
- o Use devices that minimize the combustion of fossil fuels.
- o Capture waste heat and reemploy it in nonresidential buildings.

To protect sensitive land uses from major sources of air pollution.

MITIGATION:

- o Integrate additional mitigation measures into site design such as the creation of buffer zones between a potential sensitive receptor's boundary and potential pollution source.

S.E. (ED) ROWE
GENERAL MANAGER

CITY OF LOS ANGELES
CALIFORNIA



TOM BRADLEY
MAYOR

DEPARTMENT OF
TRANSPORTATION
ROOM 1200, CITY HALL
LOS ANGELES, CA 90012
(213) 485-2265
FAX (213) 237-0960

Alameda Ave. &
Buena Vista St.
DOT Case No. SFV 92-004

August 24, 1992

City of Burbank
Community Development Department
275 East Olive Avenue
P.O. Box 6459
Burbank, CA 91505-6459
ATTN: Steve Somers

**SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE PROPOSED
PHASE I AND PHASE II EXPANSION AND RENOVATION OF BURBANK
DISNEY STUDIOS
DRAFT REVIEW NO. 91-39, PLANNED DEVELOPMENT NO. 91-13**

The Los Angeles Department of Transportation (LADOT) has completed the review of the Draft Environmental Impact Report (DEIR) for the proposed expansion and renovation of Burbank Disney Studios. Phase I of the proposed development includes a 1,525,498 square-foot studio/office expansion, and a 266,530 square-foot demolition totaling a 1,258,968 net square-foot increase. Phase II of the proposed development will include an additional 726,667 square-foot office expansion to Phase I. The project is located in the City of Burbank bounded by Alameda Avenue, Buena Vista Street, Riverside Drive and Keystone Street. These comments are based on the traffic study within the DEIR for the proposed project.

Significantly Impacted Intersections

The two intersections of Cahuenga Boulevard West at Barham Boulevard and 101 Freeway Southbound off-ramps as identified in the DEIR, are within the Los Angeles Ventura/Cahuenga Boulevard Corridor Specific Plan area. The Specific Plan defines a significant impact more stringently than does the City of Burbank as an increase in Volume to Capacity (V/C) ratio of 0.01 or greater at Level of Service (LOS) E or F, or an increase of 0.02 or greater at LOS D, or an increase of 0.04 or greater at LOS A,B or C.

5-1

The traffic study in the DEIR defines a significant impact as an increase in V/C ratio of 0.02 or greater at LOS E or F conditions.

Trip Generation

Phase I of the proposed project consists of an additional (after demolition) 1,001,318 square-foot media office, 125,878 square-foot warehouse, 67,200 square-foot stage and 82,916 square-foot internal facilities (i.e. service station, food service, child care, etc.) and is projected to be completed by year 1996. Phase II projected to be completed by the year 2000 consists of a 726,667 square-foot media office addition.

LADOT concurs that the current Disney studio uses generate traffic at different rates when compared to other general office and light industrial land uses as defined in the 5th Edition Institute of Transportation Engineers (ITE) Trip Generation Manual. Specific on-site traffic surveys were conducted by LSA Associates to determine the current generation values for each site use. The trip generation of the project is based upon survey of existing buildings on the Disney lot. LADOT has reviewed trip generation from other studios that differ statistically from these surveys. Trip reductions are taken from this as the baseline condition. The analysis, therefore assumes that uses of the proposed buildings would not change from the current usages and that no significantly different uses are proposed (such as television production with live audiences, or leasing of office space to other tenants).

5-2

Trip monitoring after the completion of the projects, as proposed in the TDM Program would provide assurances that the assumed trips will not be exceeded, but the consequences of exceeding the trip cap should be strengthened, as described below.

Another possibility to ensure trip generation rates are not exceeded would be to overlay a "studio use" zone on the property. Change from this use would necessitate another discretionary act and approval by the City of Burbank.

Trip Reductions

The trip reduction programs attributed to the TDM program are applied equally to existing and future development. Tables 4A-4D are misleading. Though the goal for trip reduction are 7.5% and 15% in total, the resulting trip generation for new development as inferred by Table 4D, results in 15% and 40% reductions for Phase I and Phase II respectively. No data are presented on the existing ridesharing levels. Based upon recent South Coast Air Quality Management District (SCAQMD) Regulation XV reports, the DEIR should report current Average Vehicle Ridership (AVR) and the future trip reductions should be monitored through AVR procedures as well.

5-3

Trip Distribution

The trip distribution is based upon a survey of existing employees. The analysis assumes that future employment is going to be oriented to the same geographic distribution. For comparison purposes, Southern California Association of Governments (SCAG) data has been presented as a "reality" check on the projection. The DEIR does not specify adequately the source of the SCAG projection (i.e. SCAG 87 versus SCAG 90-RMP?)

5-4

Trip Assignment

Almost 15% of the project traffic, destined to the East San Fernando Valley was assigned to the Route 134 Freeway. Congestion on that Freeway may make it desirable for peak hour commuters to use alternate parallel routes. The impact, if significant, of portions of this traffic using Riverside Drive/Moorpark Street or other parallel routes should be reported.

5-5

Existing Conditions

LADOT has determined that the lane configurations and signal phasing of some of the intersections studied within the Los Angeles area are inaccurate (for example Barham Boulevard and Cahuenga Boulevard East are 3 phased as opposed to 2 phased.) Impact analysis should be adjusted to account for these errors.

5-6

Metro-Media Transportation Specific Plan (MMTSP)

It is noted that many improvements contained in the MMTSP were assumed to have been constructed prior to the Disney project. It is our understanding that although the MMTSP has been adopted, the fee ordinance to implement the improvements has not been adopted. Until such time as the assumed improvements are assured, it should be the responsibility of the Disney project to implement any necessary improvements at those locations. If the implementing ordinance does get passed, then Disney could be granted credit against any fee, or, because of phasing of the Disney project if the MMTSP fee is passed before Disney is required to do an improvement, then agreement to pay the fee could then serve as an in-lieu mitigation measure. The adequacy of this EIR is compromised because of the assumption that these improvements will be in place.

5-7

Transportation Demand Management (TDM) Program

As noted previously, LADOT has received trip generation data at other studios which differ significantly from the surveyed trip data. Because of the uncertainty of the trip generation rates and the reliance on trip reductions as mitigations, the TDM Program needs to be strengthened. We offer the following suggestions:

1. The penalty for exceeding the trip cap should go beyond the need to "submit" a revised plan. Trip fee penalties or alternative physical/capital mitigations should be mandated for the right to go beyond the proposed check point of one million square feet in Phase I. Continual efforts for TDM goals should be extended beyond the checkpoint - as much as 15 years has been suggested for City of Los Angeles developments.
2. Monitoring should be based on actual trip counts instead of trip generation rates. AVR monitoring, which must be done for Regulation XV reporting should also be included in the annual reports.

5-8

If you have questions, please feel free to call Steven Mermelstein of LADOT at (818) 376-6929.



Haripal Vir
Senior Transportation Engineer
Western Mitigation Division, LADOT

sm:2dis2

attachments

cc: Renee Weitzer, Fourth Council District
Francin Oschin, Twelfth Council District
Alan Epstein, Disney Development Company
Brad Rosenheim, Emerson & Associates
Ray Moe, LSA Associates, Inc.

BURBANK UNIFIED SCHOOL DISTRICT

330 NORTH BUENA VISTA STREET • BURBANK • CA • 91505-3698

TELEPHONE • (818) 846-7121

FAX • (818) 846-9483

August 24, 1992

COMMUNITY DEVELOPMENT

275 E. Olive Avenue

Burbank, CA. 91502

ATTENTION: Mr. Rick Pruetz
Assistant CD Director - City Planner

RE: Response of Burbank Unified School District to Draft Environmental Impact Report Regarding the Proposed Walt Disney Studios Master Plan

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the proposed Walt Disney Studios Master Plan.

The DEIR does not consider the full impact of the proposed project on the Burbank Unified School District. We continue to examine the analysis to determine whether the methodology is appropriate. Our primary concerns involve the calculation of the number of employees associated with the proposed project and, importantly, their impact on the School District. The pages from the Draft EIR state as follows:

"According to average employment densities included in the RHA report, total new employment theoretically generated by a project of the scale of the proposed Walt Disney Studios Master Plan would be approximately 6,500."

6-1

The draft EIR continues to state that "actual permanent employment is only 3,067" due to a combination of (1) demolition, (2) consolidation of employees from other locations in Burbank, and (3) temporary jobs. We feel that a reduction of this magnitude is not justified.

The reduction to a net number of employees for similar Disney space on site that is being demolished to construct the proposed project is reasonable. We disagree, however, with reductions due to existing employees that will be relocated from other sites within Burbank. Presumably this space will be available for use by other employees.

Finally, the reduction due to "temporary" employees is also problematic. Apparently some of the proposed constructed space will be rented on a non-permanent basis to film productions that are not Disney productions. The term "temporary" is quite flexible in terms of time and depends on the nature, and in cases of television productions, of the success of the production being filmed. Even though each tenant may not be permanent, the use of the space will continue, i.e. it will not be temporary.

6-2

- Calculating the average number of workers based on the net amount of increased space that will be provided yields an increase of 5,757 additional workers. This is less than the 6,500 workers indicated by the addition of gross square feet, but significantly higher than the 3,067 calculated by Disney for the reasons stated above.

The Disney company performed a survey of employee zip codes in order to determine that 14.7 percent of its Burbank employees also lived in Burbank. This is a lower percentage than the latest available Journey to Work data (22 percent from the 1980 Census). However, because of the specificity of the Disney data, we have substituted the Disney percentage for the Census data figure used in our analysis. Furthermore, the "temporary" employees are almost entirely members of technical professions associated with the film industry. Given the concentration of production studio space in Burbank, it seems reasonable that people associated with the film industry are equally likely to live in Burbank as full time Disney employees and the Disney percentage is likewise applied to those workers.

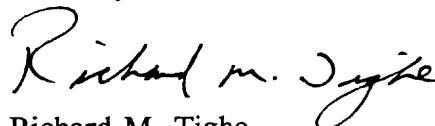
6-2

The proposed project is comprised of approximately two million square feet of light industrial space. Approximately 250,000 square feet will be demolished. Hence, the net increase in constructed space is approximately 1.75 million square feet. Applying the San Diego Association of Governments (SANDAG) average number of 3.29 workers per 1,000 square feet of light industrial space yields 5,757 additional workers. Applying the Disney percentage of workers who work in Burbank and live in Burbank yields 846 local workers.

We do not agree that the collection of the school impact fees are adequate to fully mitigate the impacts of the proposed development.

If you need additional information, please contact me at my new number: 818-558-5326.

Sincerely,



Richard M. Tighe
Assistant Superintendent Business Services

RMT/kms



Burbank Rancho Association, Inc.
P.O. Box 731
Burbank, CA 91503-0731

Monday, August 23, 1992

City of Burbank
Community Development Department
275 East Olive Avenue
P.O. Box 6459
Burbank, California 91505-6459
Attention: Steven A. Somers

Re: Draft Environmental Impact Report for the Walt Disney
Studios Master Plan Planned Development Application

Gentlemen:

We, as the incorporated homeowners association for the Burbank Rancho (the "Rancho") have reviewed the Draft Environmental Impact Report for the Walt Disney Studios Master Plan Planned Development Application. The applicant is to be congratulated for undertaking this focused EIR, as is LSA & Associates for the preparation of an exceptionally detailed draft.

Our main concern about the Disney Planned Development, as we stated in our letter of January 10, 1992, continues to be the impact of the project on the equestrian lifestyle of the adjacent R-1-H Rancho neighborhood.

7-1

Our concern finds support and endorsement in the policy of the City of Burbank. The General Plan of the city states that "It is the policy of this Plan to preserve and maintain all existing designated horsekeeping property in the City. Furthermore, it is the policy to protect these areas from encroachment by any incompatible land use which could adversely impact the use of horsekeeping property for equestrian related activities."

The introduction of the Draft EIR, the executive summary, laudably acknowledges the unique horsekeeping characteristic of the R-I-H Burbank Rancho neighborhood. However, the plan, in its details, fails to address the specific impact that the Disney Planned Development will have on this unique neighborhood.

7-2

We have included as Appendix A a map showing the Rancho area. The Draft EIR seems to ignore the fact that the shaded Rancho area is actually three residential Burbank neighborhoods, separated by Johnny Carson Park to the west, the LA Equestrian Center to the east, but connected by a system of bridle trails along the L.A. River embankment. The impact of the project on these horsekeeping zones is thus much greater and more geographically extensive than is accounted for in the Draft EIR.

All residential streets in the Rancho are zoned R-1-H, for "single-family residential-horsekeeping", not merely "many of the

homes" as the Disney Draft EIR incorrectly states [1-3]. Rancho homes that do not currently utilize private stables are nevertheless specifically zoned to do so. Both present and future Rancho residents are protected by this equestrian zoning designation, and the Final EIR should both acknowledge this fact, and, in keeping with the policy of the City's General Plan, show how the Disney Planned Development will provide protection to maintain this adjacent residential horsekeeping area.

7-2

Our general concern about the impact of the Disney Planned Development will have on the Rancho focuses on five specific impact issues raised in the Disney Draft EIR, for each of which we seek additional amplification in the Final EIR: 1. Traffic; 2. Heliport; 3. Air Quality; 4. Construction Rules; 5. Neighborhood Protection. We treat each of these issues in turn.

1. Traffic.

Cars and trucks in our Rancho residential neighborhood share streets with both pedestrian and equestrian traffic. While this fact is noted in the Draft EIR, no actual evaluation of the specific impact of the increase of vehicles from the Disney Planned Development on the safety and health of horses and riders is indicated. The Final EIR should specifically address this specific and unique Rancho traffic issue.

In addition to the private residential stables at homes throughout the Rancho, residences along the east side of Mariposa Street between Alameda Avenue and Riverside Drive, are zoned for R-1-H in the front half of the property, and for commercial horsekeeping in the rear half. More than 100 horses are boarded at the private commercial stables located in the rear of these single-family residences. The Final EIR should account for the impact that increased vehicular traffic generated by the Disney Plan will have on these Rancho residents.

The Los Angeles Equestrian Center is located at Main Street and Riverside Drive in the Burbank Rancho, with commercial facilities for boarding more than 700 horses. Many Rancho riders travel to events at the Equestrian Center from their residences on horseback. The Final EIR should account for the impact that increased vehicular traffic generated by the Disney Plan will have on users of this popular Rancho location.

7-3

We have included as Appendix B a copy of a photo from the May 27, 1992 issue of the Daily News depicting dramatically the unique potential harm that could be caused by increased Disney traffic bringing unwary drivers through the Rancho neighborhood.

Horses can be startled by sudden noise or by a suddenly unexpected sight. These may not be of sufficient intensity to startle a human, and the reaction may vary from animal to animal depending on temperament and age. Most Rancho riders are experienced and well-trained, and familiar with the spirit and condition of their horses.

But no amount of training or conditioning can prepare either

a horse or rider to react calmly to all unexpected sounds and sights. These can range from a nearby truck horn to a car passing too close or too fast. The immediate instinct of the animal in such situations will be to run, to flee the immediate danger. Recently a horse in Griffith Park in flight from this kind of suddenly perceived danger ran uncontrollably onto a freeway ramp. The Final Disney EIR must account for the impact that increased vehicular traffic generated by the Disney Plan will have on this unique, protected Rancho population.

7-3

The 26,300 daily trips estimated by the Disney Draft EIR to be generated by the Disney Plan averages out to 1100 per hour per day. The Final EIR should address the total daily trips in terms of the estimated peak hour totals, and connect the general traffic mitigation measures offered in the Draft EIR to them. Recently, 1200 cars arriving at the Disney property for an evening party caused a traffic back up on Alameda from Willow to Lamer. This is the approximate hourly-average daily trip estimated in the Draft EIR. The Final EIR should acknowledge the actual level of peak hour congestion, and specifically indicate how the traffic mitigation measures will minimize its impact.

7-4

Lockheed moved approximately 10,000 cars in and out of their 325 acres, in a non-residential Burbank area, every weekday. At peak hours, 7:30 A.M. and 3:30 P.M., the intersection of Buena Vista and San Fernando Road was virtually impassible. Disney proposes to move an estimated 8,300 cars in and out of only 44 acres, in a residential neighborhood, where children will be at play and en route to schools, and where a primary recreation is horseriding. The Draft EIR gives no indication that the resulting density will have a lesser impact than Lockheed's.

The Disney Planned Development projects the shifting of 2,421 jobs onto the Disney property from other office locations within the Media District. The Draft EIR seems to imply that these job shifts will have no added impact on traffic in the Media District and the Rancho. In fact, the office space vacated in the Media District by the shift of Disney employees onto Disney property will be filled by other tenants of those Media District buildings. In the Final EIR, the job shift should be treated as a net increase of 2,421 new jobs within the Media District, and the impact assessed accordingly.

7-5

There is no coverage in the Disney Draft EIR of traffic management for deliveries to the Planned Development. Riverside Drive is a posted and restricted street. The Final EIR should indicate how the project will divert deliveries to other non-Rancho routes.

7-6

According to the tables in the Draft EIR, traffic at Keystone & Riverside, with Disney's proposed Trip Reduction Plans in place, will increase by at least 122 % by 2010, and traffic at Mariposa & Riverside, by 63%. These are currently low "A" level intersections, and even with these dramatic increases, they are not projected to reach "D" and "E" levels. Nevertheless, a traffic increase of this dimension, while not creating vehicle gridlock, will have a much higher relative impact on horse traffic on these specific Rancho neighborhood streets. Mariposa

7-7

is the daily horserider route to the equestrian bridge over the L.A. River, with access to the riding trails of Griffith Park. Even a 10% increase of traffic on these residential, horse-traffic streets, represents a potentially dangerous, devastating impact, which needs further documentation and mitigation in the Final EIR.

7-7

The Draft EIR indicates a current level of 9,000 vehicle trips a day on Riverside Drive east of Keystone [4-87.] The Draft EIR correctly notes that Riverside Drive, unlike Alameda, is not planned for widening. But in fact, Riverside is actually planned to be narrowed under the Crane study proposal in the Rancho Master Plan. [see section 5. Neighborhood Protection, below.] The Final EIR should take this into account in evaluating the impact of increased Disney traffic on the Rancho neighborhood.

7-8

2. Helistop.

The inclusion of a helistop as part of the Disney Planned Development is assumed in the Draft EIR. The Final EIR should drop this assumption, or indicate an overriding need to locate an inherently dangerous, essentially uncontrollable, and highly intrusive facility immediately adjacent to a residential neighborhood, and in the midst of what the Draft EIR tranquilly refers to as the "Disney campus." The overriding need for such a facility should specifically address why the Burbank Airport, so conveniently close to the Media District, is inadequate to service Disney's transportation needs.

7-9

Burbank presently benefits from revenues generated by helicopter flights into and out of the Burbank Airport. A Disney helistop will reduce this revenue source. The Final EIR should assess the financial impact to the City of this lost revenue.

7-10

A Media District central helistop, however, would generate revenue for the City. In addition, flight patterns would be able to be effectively restricted, monitored and enforced, to prevent overflights intrusive to the tranquility of the adjacent horsekeeping neighborhood.

7-11

More than six months ago the Burbank Rancho Association, Inc., proposed to the Burbank City Council that the feasibility and practicality of a central helistop for the Media District be studied, as an alternative to individual private helicopter sites. The Final EIR should address this alternative, and incorporate its advantages and efficiencies.

The Disney Draft EIR indicates no enforcement nor penalty provisions for violations of the proposed flight patterns, and no mechanism for complaint, nor is a methodology for regulation of flight patterns and arrival and departure hours presented. The Final EIR should drop this proposal entirely, or fully supply these essential elements.

7-12

The Final EIR should explain how the studio can justify the operation of a helistop consistently with its proposed employee

7-13

ride-sharing and traffic reduction programs. A single helicopter arrival for a Disney executive or performer will have an air quality and noise impact higher than dozens of automobile trips.

7-13

The noise measurement mechanism used in determining the acceptable decibel levels for helicopter overflights is inadequate to measure the actual effect on the horse and rider population of the Rancho. The reliance on standardized noise-level tables from commercial stables is misleading and unrealistic when applied to the Rancho residential neighborhood. The majority of our Rancho horse and rider population is housed in private, single family properties. A Rancho home with a private stable adjacent is not thereby converted into a commercial establishment.

The measurements obtained for the Draft EIR by the patterned location of noise receptors to obtain average ambient noise levels is misleading and should be corrected in the Final EIR. The average ambient noise over the entire Rancho neighborhood is meaningless to the Rancho resident who is saddling a horse at the moment when a Disney helicopter ferrying a Disney corporate client or a business guest suddenly overflies his home. The noise impact at that specific residence is significantly and unacceptably higher than the average ambient decibel tables would indicate, and that specific location should be the critical point of measurement. The Final EIR should at a minimum acknowledge the unrealistic inadequacy of the Draft's noise measurement methodology.

7-14

The projected helicopter flight pattern # 3, directly over the Rancho residential neighborhood south of Riverside Drive, indicated in the Disney Draft EIR "Helistop Study" represents an unacceptable intrusion into any residential neighborhood, and should be eliminated as an alternative from the Final EIR.

7-15

3. Air Quality

The Draft Disney EIR indicates that the planned development will create an air-pollution hot spot. The whole of air pollution hot-spots is greater than the sum of their contributing parts. The Final EIR should indicate the cumulative effect of the Disney project when combined with the air-pollution hot spots created by the Pacific Theaters Shopping Center, by the Warner Bros. development, by the NBC-Cushman project. The Final EIR should show how these combined air-pollution levels will affect the long-term health of Rancho residents, and assess the effectiveness of Disney's mitigation proposals not only on their own contribution to Rancho pollution, but on the increased pollution effect from all sources on the Rancho.

7-16

4. Construction

Rancho residents have recently experienced frustration, annoyance and nuisance from violations of a planned development construction agreement by the Pacific Theaters Shopping Center project at Alameda and Shelton. The problems ranged from open-

7-17

air, uncontrolled asbestos removal during the demolition of the drive-in screen, to flagrant violations of construction hours and construction days. The City proved powerless to enforce, and the project owner unwilling to comply with, the planned development construction regulations. Against this recent negative experience background we have the following concerns with the Disney Draft EIR.

7-17

The proposed construction hours of 7:00 A.M. to 10:00 P.M., six days a week, are excessive and in violation of the requirements of the Media District Specific Plan, which limits construction to 7:00 A.M. to 7:00 P.M. The Final EIR should amend these hours to conform with the MDSP.

Additionally, the projected "open-ended" term of construction, from 8 to 25 years, creates unique problems of continuity and consistency of enforcement of the Planned Development construction regulations. The Final EIR should offer a practical mechanism for continuity and consistency of enforcement of construction rules, and a prompt, adequate and effective means of insuring correction of violations.

Disney construction crews are already in violation of even the proposed Draft EIR construction rules. More than twenty dump trucks have begun queuing up on Riverside Drive to begin removing excavated earth from the studio site at 6:00 A.M., 7 days a week. The Final EIR should indicate how Rancho residents can expect violations of the Planned Development's rules to be enforced by the City and by Disney, what mechanism for responding to complaints will be established, and what penalties can be expected to be assessed.

7-18

5. Neighborhood Protection

The traffic mitigation measures proposed in the Disney Draft EIR fall meticulously within the guidelines already required by the AQMD under Title XV, by the Los Angeles Congestion Management Plan, and by the MDSP's Transportation Improvement Plan. We believe the Final EIR gives Disney an opportunity to take a step beyond these minimal, already mandated regulations.

Rather than merely indicate how the Disney Planned Development intends to meet already existing traffic requirements, we believe the Final EIR offers Disney an opportunity to incorporate as an integral part of its Planned Development those traffic mitigation proposals made by the Burbank Rancho Master Plan Advisory Committee, which were presented to a joint study session of the City Council and the Planning Board on July 14, 1992.

7-19

These proposals, based on a study made by Crane & Associates, offer a neighborhood protection element and a neighborhood identification element which transcend compliance with minimal governmental requirements, and move toward the kind of protective policy commitment which the city's General Plan mandates for the Burbank Rancho.

The Burbank Rancho Association, Inc. endorses these recommendations of the Burbank Rancho Master Plan Advisory Committee, and urges Disney to do so in the Final EIR. The costs of the Neighborhood Protection element and the Neighborhood Identity element of the Rancho Master Plan, according to the formulation in the Media District Specific Plan, are to be funded by Media District developers. Disney has already commendably provided the funding for the Crane study, on which the Master Plan conclusions are based.

7-19

We have attached as Appendix C the Crane study, presenting the Traffic and Neighborhood Protection elements and the Neighborhood Identity Plan. We believe the data and the proposals of this study and the recommendations of the Rancho Master Plan which are based upon it, which are mentioned in the Draft EIR, should be incorporated as specific neighborhood mitigation elements in the Disney Plan's Planned Development Application, and endorsed by and funded in the Final Disney EIR.

Very truly yours,

THE BURBANK RANCHO ASSOCIATION, INC.

by William Hogan
William Hogan
Secretary, Disney Plan Draft EIR Committee

cc: Mr. Robert Bowne
Mr. George Battey
Mr. Tom Flavin
Mr. Michael Hastings
Mr. Tim Murphy
Mr. Alan Epstein

Appendix A

Appendix B



Gene Blevins/Special to the Daily News

Car hits horse on Glendale street

Police officers examine R.G., a quarter horse who was hit by a car in the 1800 block of Riverside Drive on Tuesday. Robert Kokrak, 5, and his sister, 4-year-old Katte were riding R.G., and the children's mother, Tenly Kokrak, was leading the horse. The children were treated at St. Joseph Medical Center, their father Joseph Kokrak said.

DAILY NEWS 5/27/92

Appendix C

Traffic and Neighborhood Protection

Physical Improvements

- Chavez and Riverside
 - Traffic Diverter
 - Island Median (MDSP)
 - Neighborhood Entrance Monument (MDSP)
- Mariposa and Riverside
 - Expanded Parkways
- Beachwood and Riverside
 - Expanded Parkways
- Reese and Riverside
 - Expanded Parkways
- Parish and Riverside
 - Expanded Parkways
 - Traffic Signal (Relocated from Keystone and Riverside)
- Keystone and Riverside
 - Cul-de-Sac Keystone
 - Expanded Parkways
 - Remove Existing Traffic Signal
 - Island Median (MDSP)
 - Neighborhood Entrance Monument (MDSP)
- Bob Hope and Riverside
 - Island Median (MDSP)
 - Neighborhood Entrance Monument (MDSP)
- California and Riverside
 - Island Median (MDSP)
 - Neighborhood Entrance Monument (MDSP)

Rancho Community Traffic Reduction Program

Change in 2010 AM Peak Period Traffic Volumes Due Through Traffic Reduction Measures

DIFF 9011 9001

LINKS

LOD=2

THRESHOLD

LOWER: -

UPPER: -

SCALE 50

200

-400

600

-800

1000

WINDOW

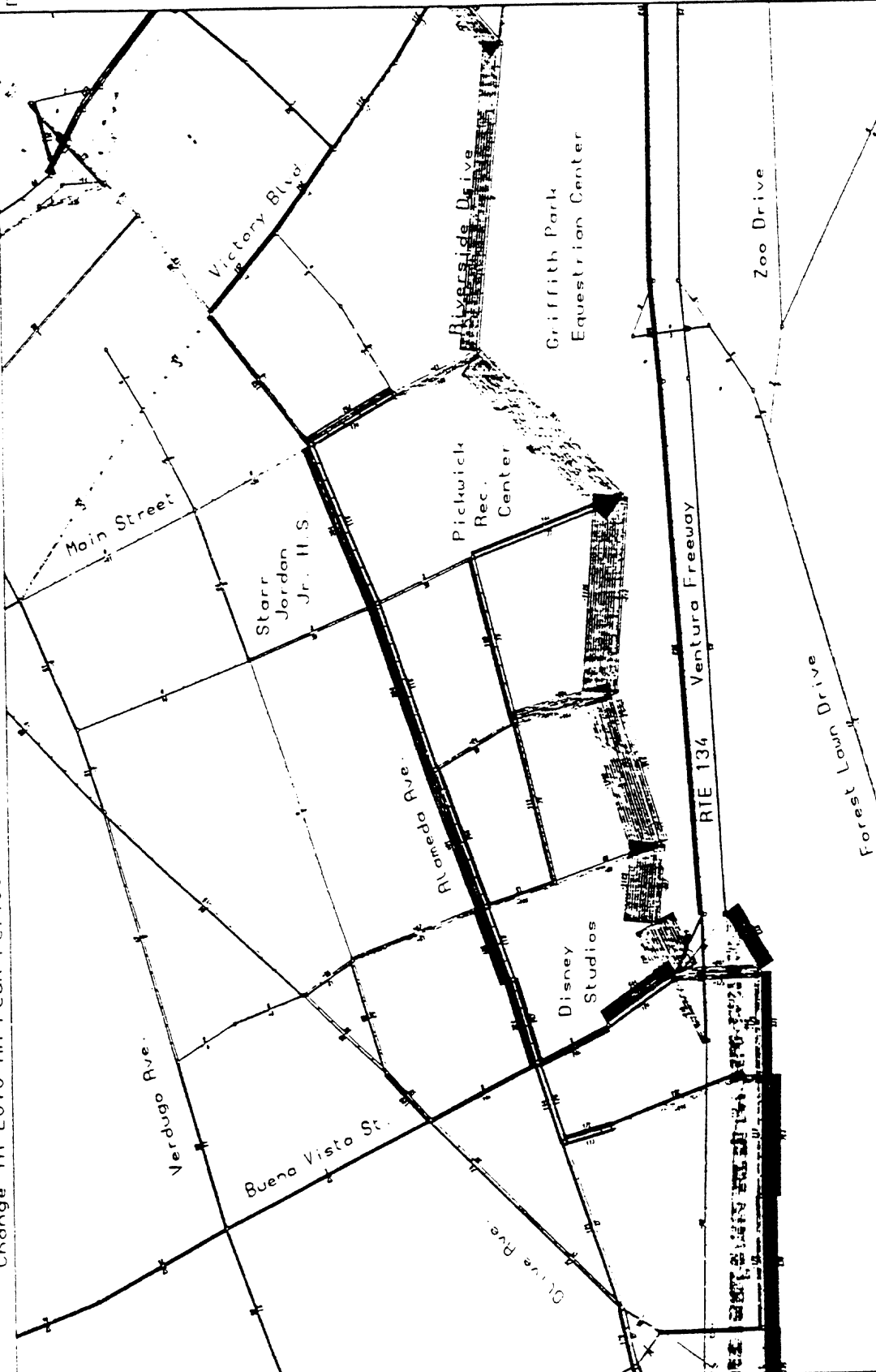
27725/ 64042

28275/ 64455

DATE: 92 04 08

MODULE: 6 13

CRAIN mm



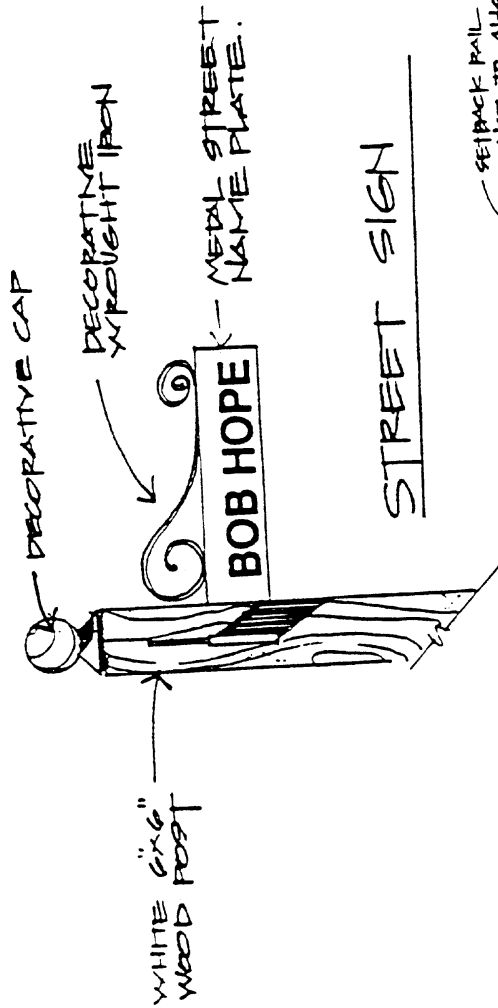
ENR/2 PROJECT: Rancho Community Traffic Reduction Study
 SCENARIO 9011: 2010-Ex Dev. AM PP: With Alt 1 Impr + Rancho Community Traffic Control
 SCENARIO 9001: 2010-Ex Dev. AM PP: With Alt 1 Impr

Effective Change In Traffic Volumes Due to Traffic Reduction Measures
 Source: Crain and Associates, April 1992

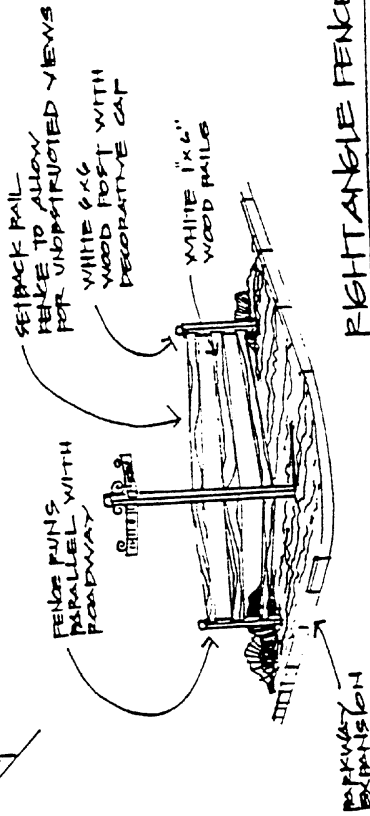
Thematics and Streetscape

Identity Elements

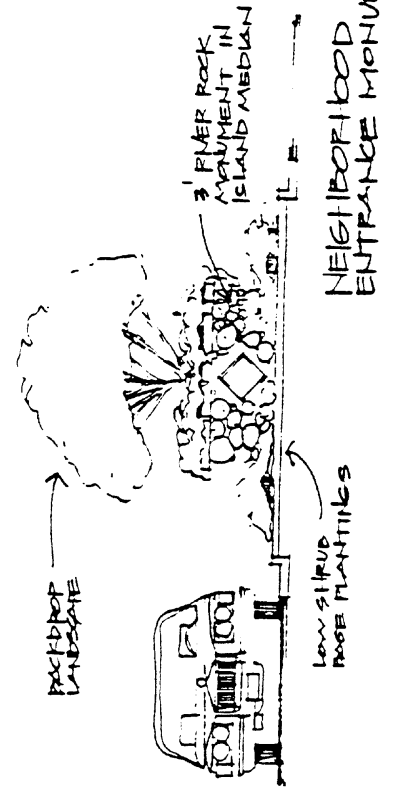
- Street Sign
- Right Angle Fence & Street Sign
- Neighborhood Identity Sign
- Crosswalk Signage
- Decorative Crosswalk Paving
- Parkway Expansion
- Island Median
- Monument



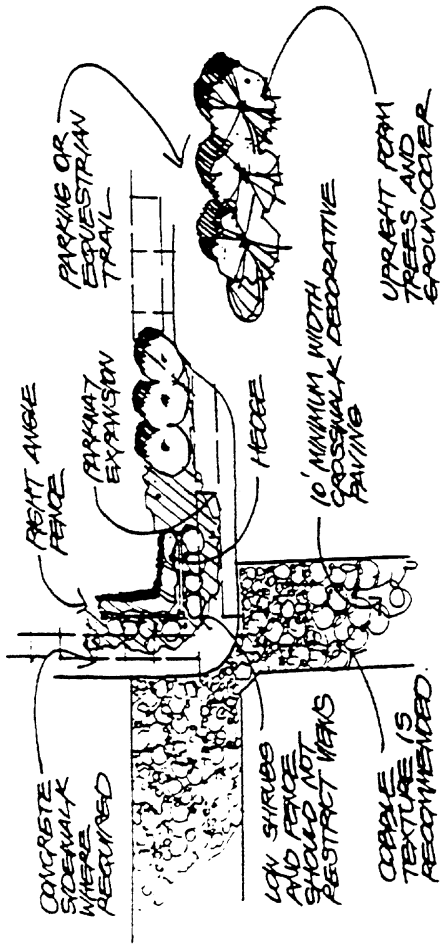
STREET SIGN



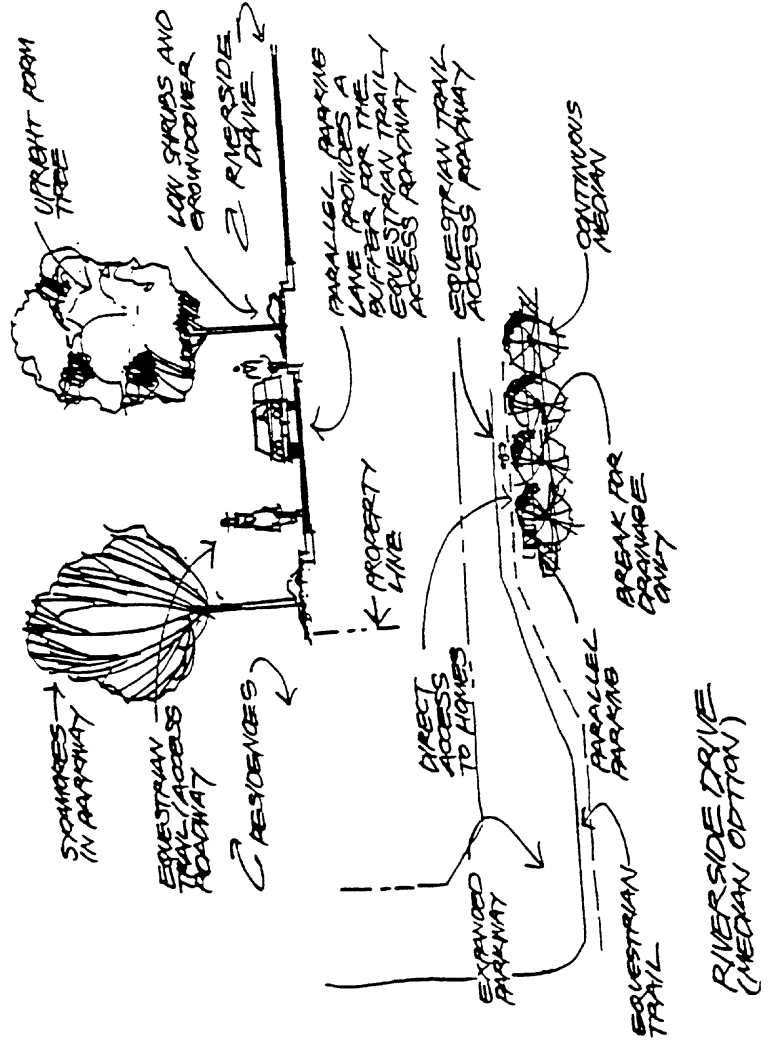
RIGHT ANGLE FENCE



THE 6/11/105/
STREETS/COVE

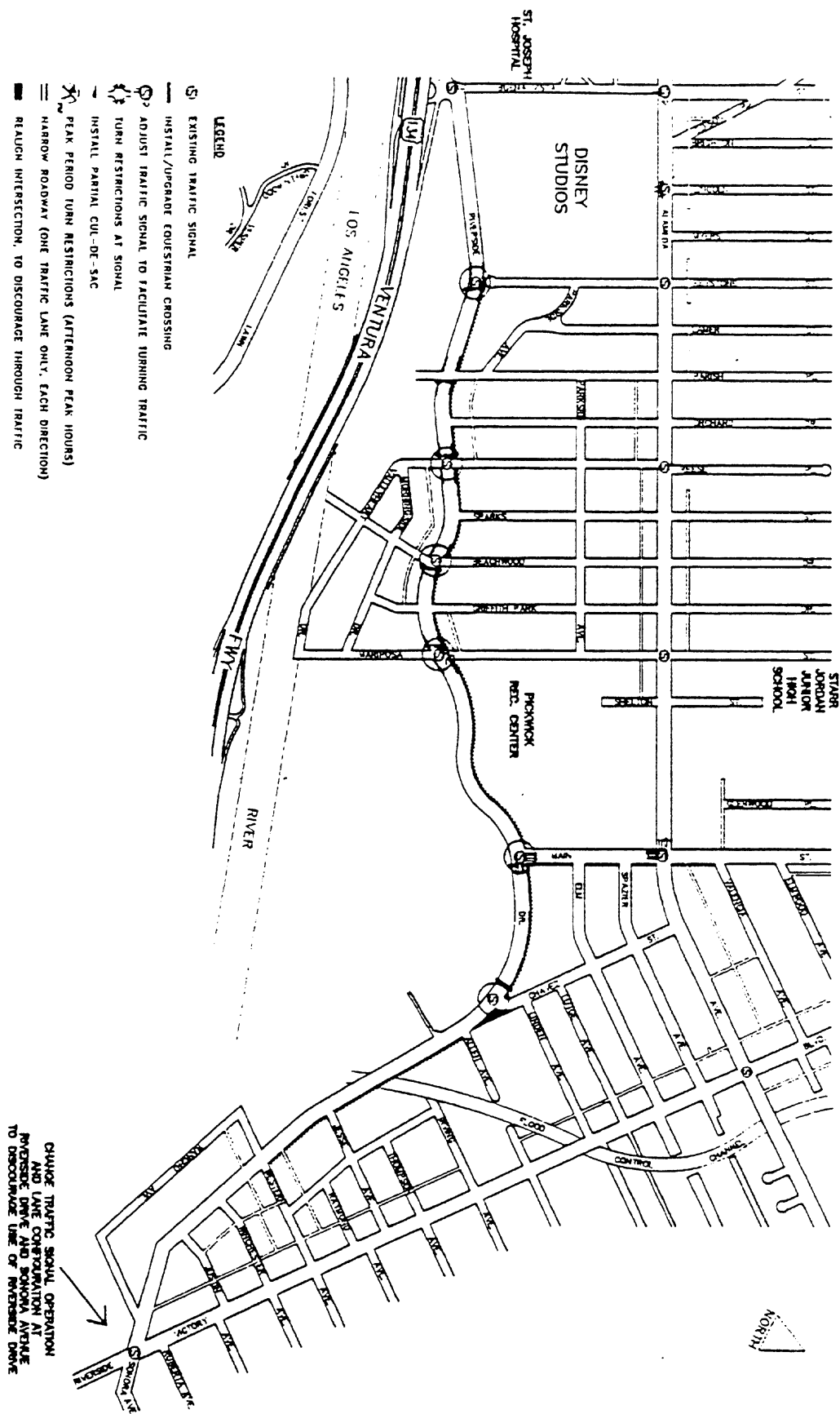


DECORATIVE PAVING PARKWAY EXPANSION



NEIGHBORHOOD PROTECTION PLAN

- LEGEND**
- ◻ EXISTING TRAFFIC SIGNAL
 - INSTALL/UPGRADE EQUESTRIAN CROSSING
 - ◻ ADJUST TRAFFIC SIGNAL TO FACILITATE TURNING TRAFFIC
 - ◻ TURN RESTRICTIONS AT SIGNAL
 - INSTALL PARTIAL CUL-DE-SAC
 - ⌵ PEAK PERIOD TURN RESTRICTIONS (AFTERNOON PEAK HOURS)
 - NARROW ROADWAY (ONE TRAFFIC LANE ONLY, EACH DIRECTION)
 - REALIGN INTERSECTION, TO DISCOURAGE THROUGH TRAFFIC
 - ◻ RETIRE TRAFFIC SIGNAL FOR NO PROGRESSIVE MOVEMENT, AND REDUCE GREEN TIME
 - SEPARATED EQUESTRIAN PATH
 - ◻ INSTALL FULL CUL-DE-SAC

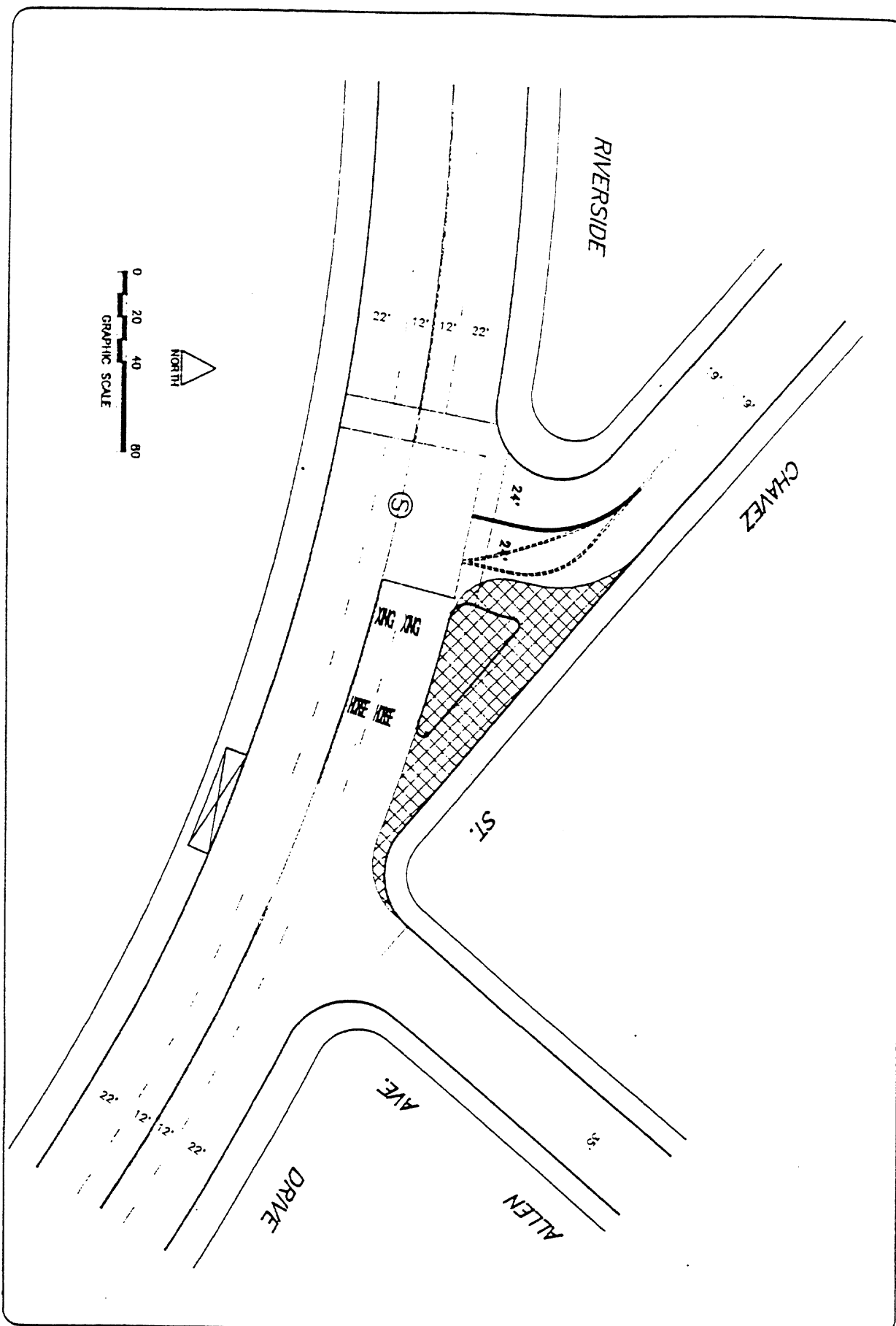


**RANCHO COMMUNITY
CONCEPTUAL TRAFFIC REDUCTION PROGRAM**



CRAIN & ASSOCIATES
8007 Sawtelle Boulevard
Los Angeles, California 90025
(818) 478-6806

Transportation Planning • Traffic Engineering



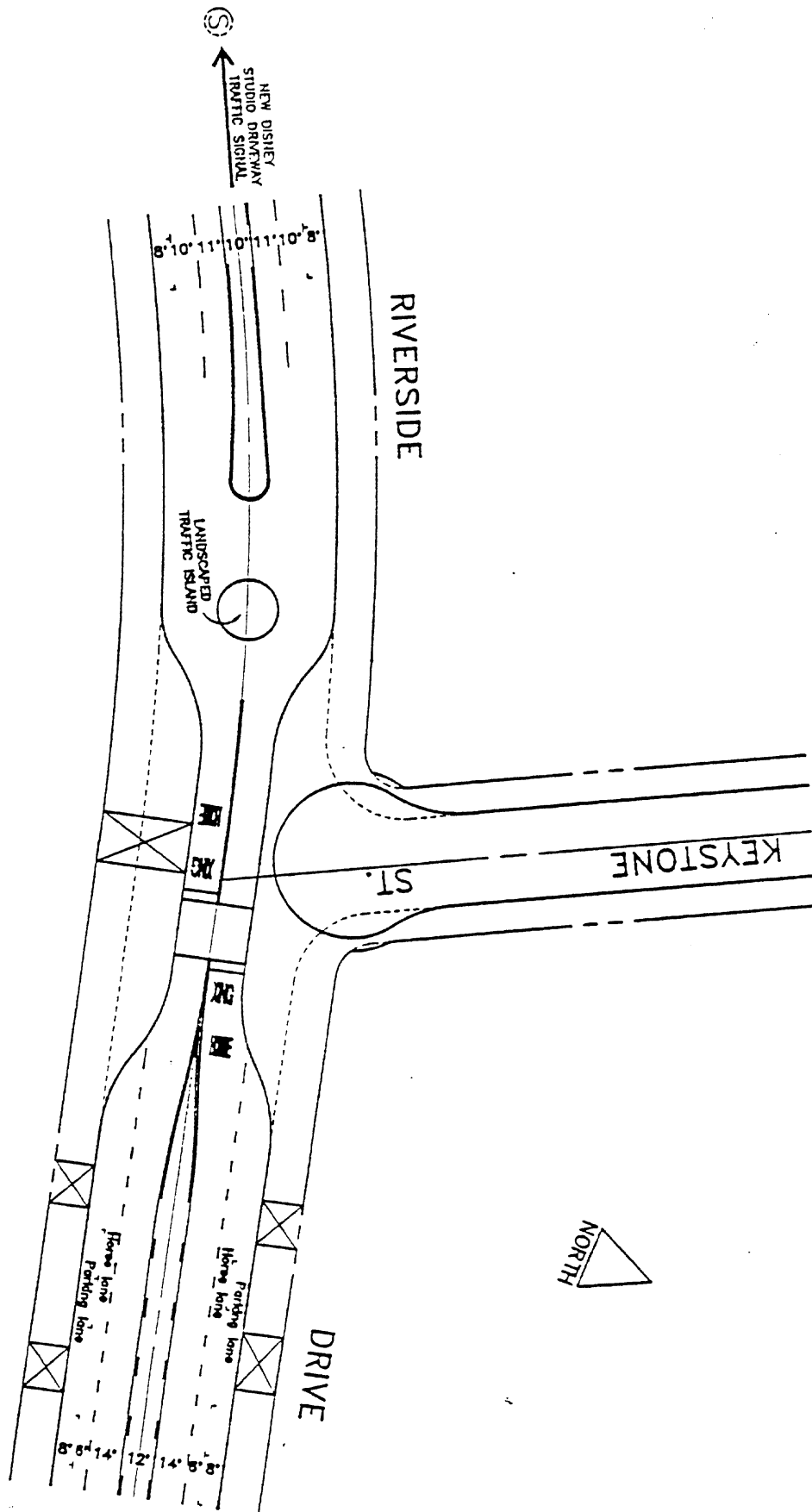
15% RANCHO-40404-8

RANCHO COMMUNITY PELIMINARY IMPROVEMENT PLAN



CRAIN & ASSOCIATES
8007 Sawtelle Boulevard
Los Angeles, California 90025
312 478-6608

Transportation Planning • Traffic Engineering



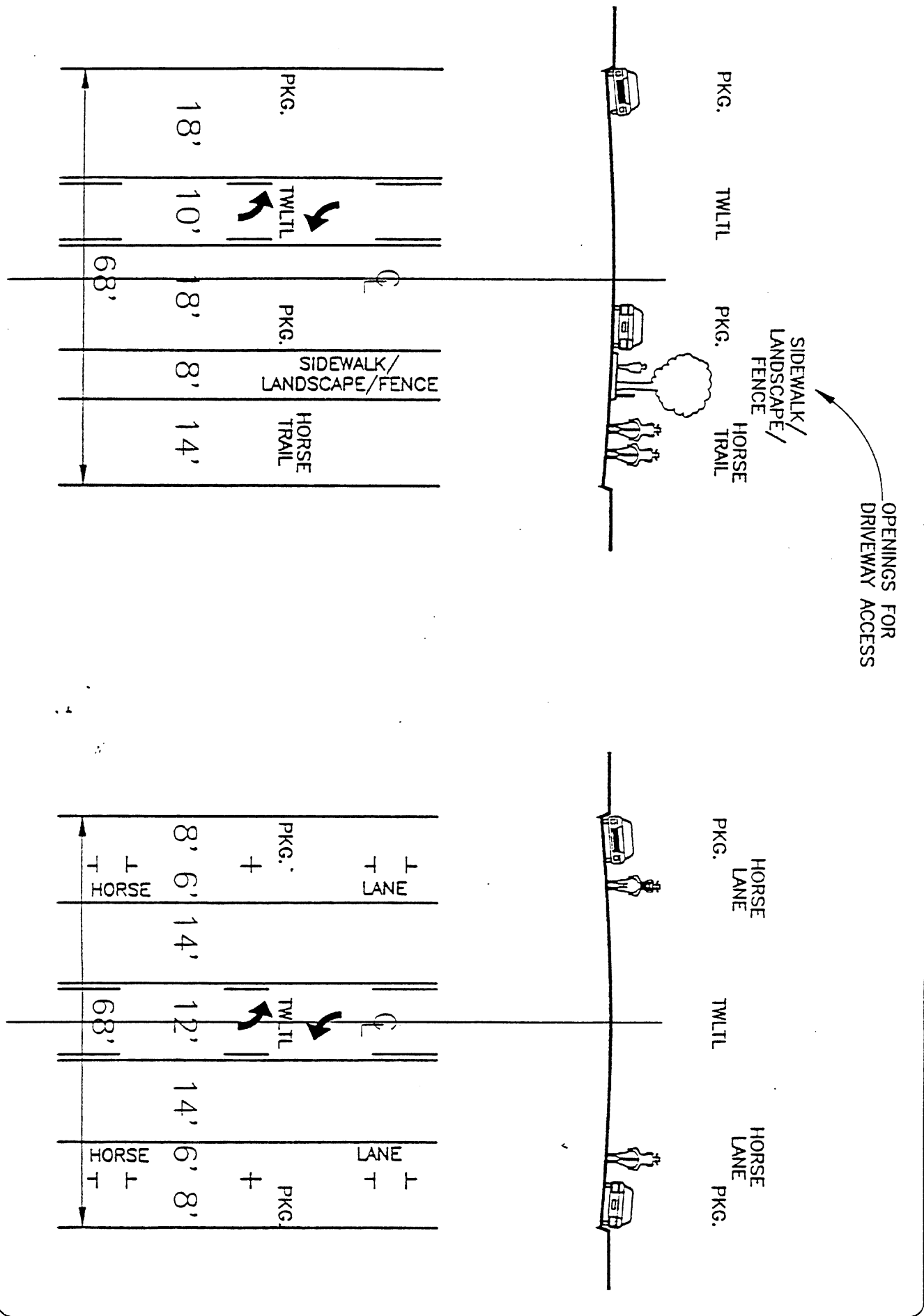
PH RANCHO/RVRYT1-3

RANCHO COMMUNITY
PRELIMINARY IMPROVEMENT PLAN

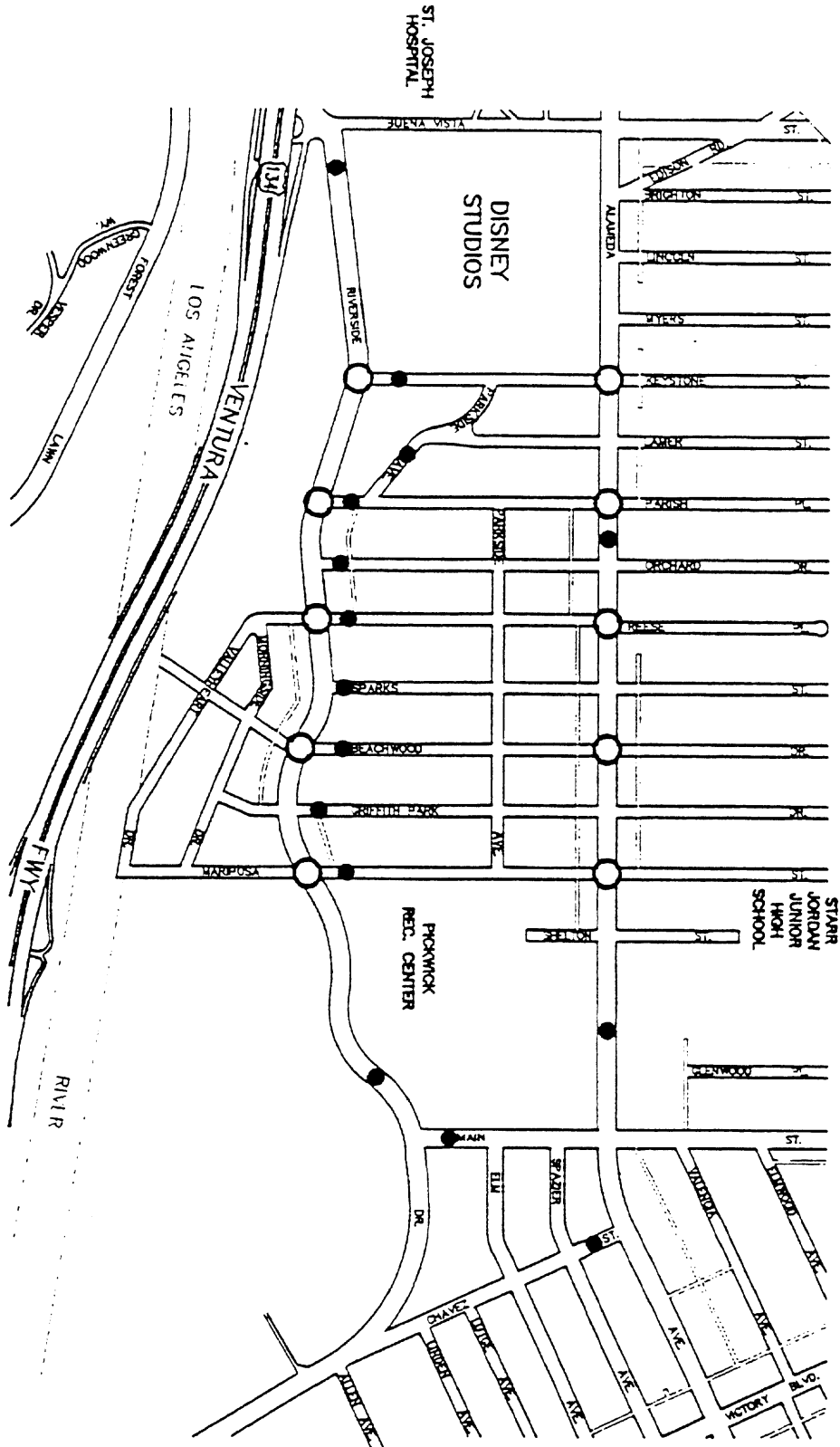


CRAIN & ASSOCIATES
8007 Sawtelle Boulevard
Los Angeles, California 90025
(818) 478-6808

Transportation Planning - Traffic Engineering



- = PEAK HOUR ANALYSIS OF TURNING TRAFFIC
- = DAILY TRAFFIC COUNT LOCATION

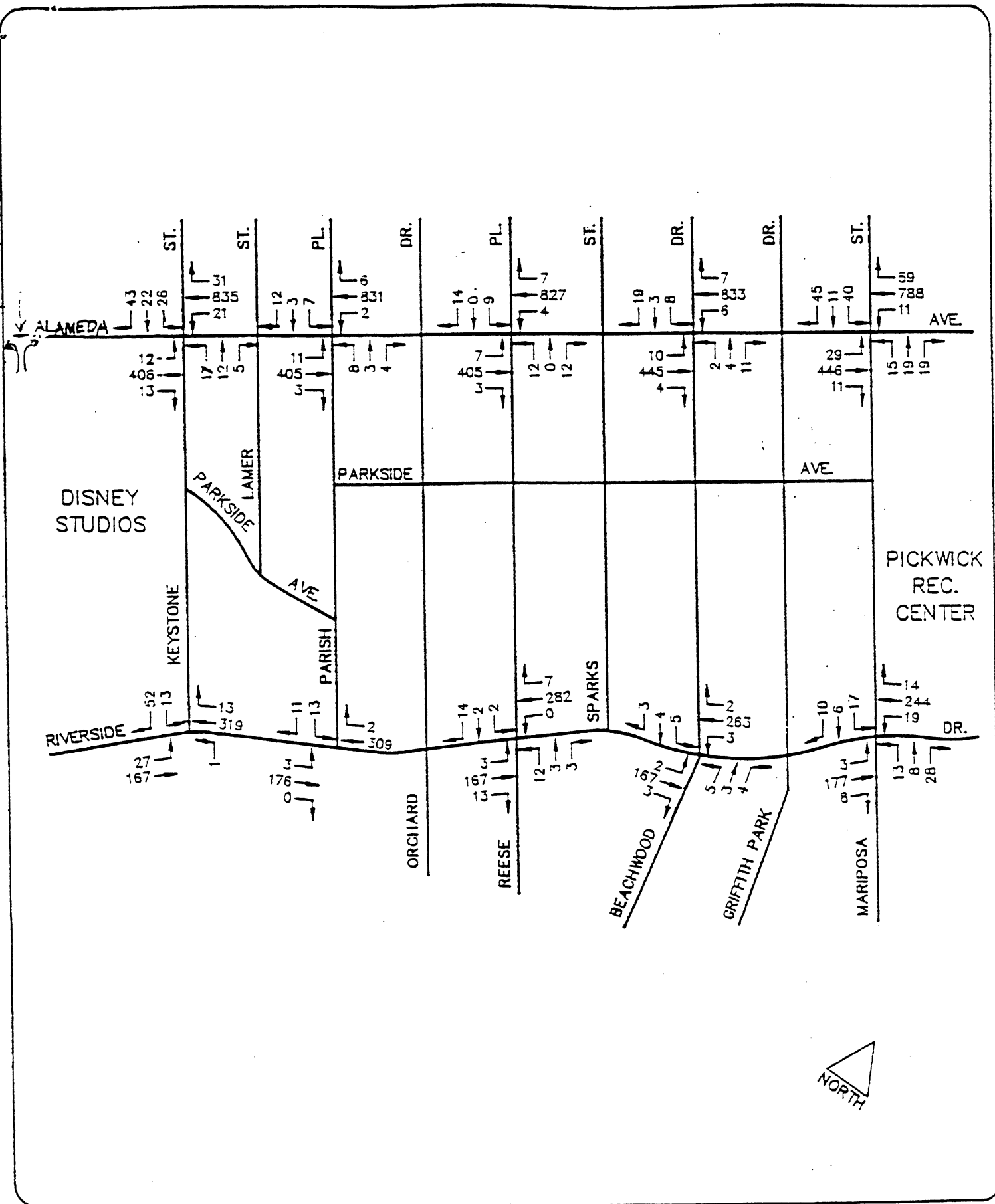


RANCHO COMMUNITY TRAFFIC COUNT LOCATIONS



CRAIN & ASSOCIATES
8007 Sawtelle Boulevard
Los Angeles, California 90025
(818) 473-6808

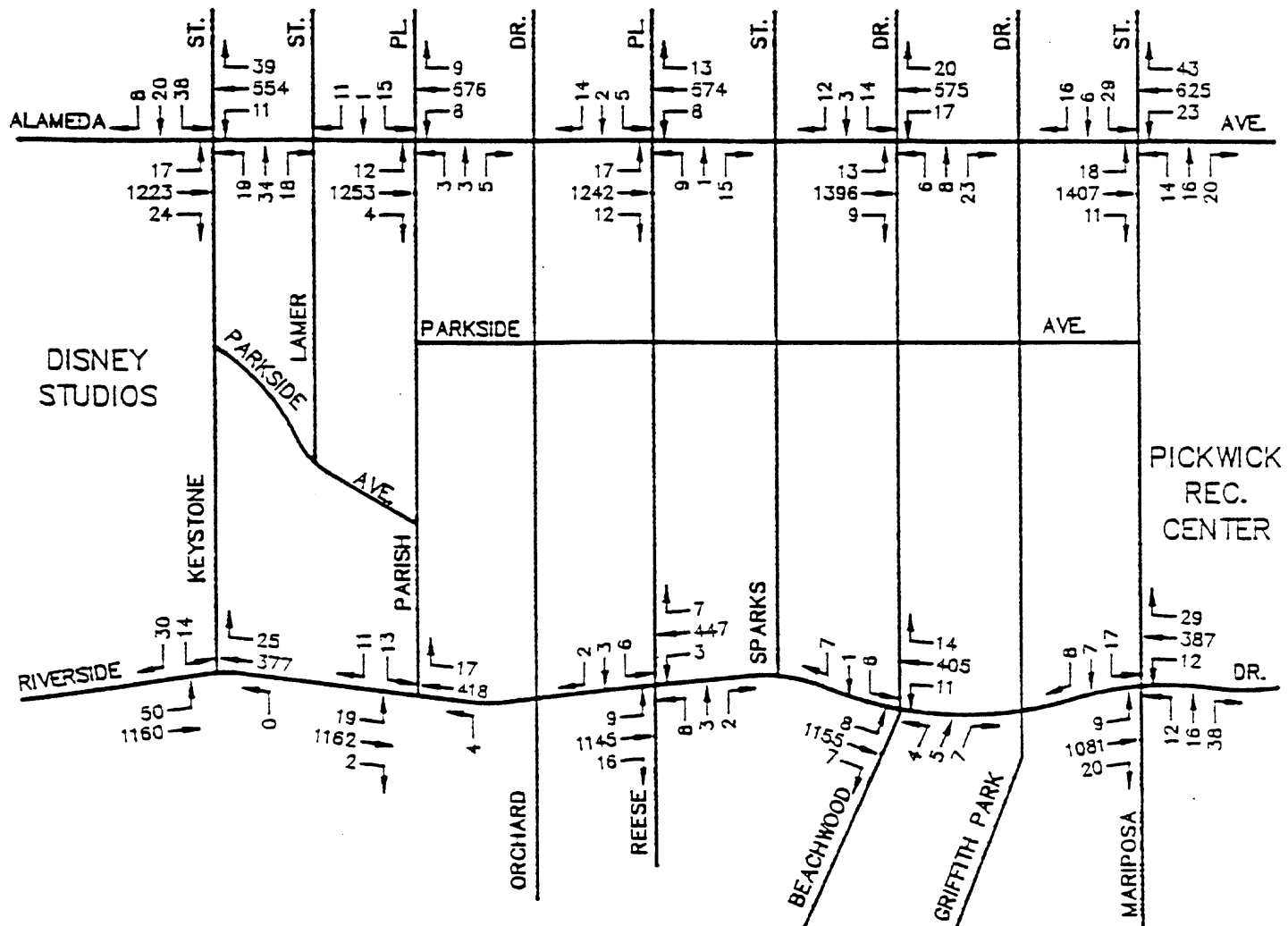
Transportation Planning - Traffic Engineering



FN RANCHO\AM1992

**RANCHO COMMUNITY
EXISTING (1992) TRAFFIC VOLUMES
AM PEAK HOUR**

CRAIN & ASSOCIATES
2007 Sawteille Boulevard
Los Angeles, California 90025
(310) 473-6508
Transportation Planning · Traffic Engineering



FN RANCHO\PU1992

RANCHO COMMUNITY
EXISTING (1992) TRAFFIC VOLUMES
PM PEAK HOUR

CRAIN & ASSOCIATES
2007 Sawzelle Boulevard
Los Angeles, California 90025
(310) 473-6508
Transportation Planning · Traffic Engineering

NEIGHBORHOOD PROTECTION PROGRAM

The 1988 Draft of this Plan recognized the likelihood that some local residential streets would need protection from non-residential traffic; however, that draft did not specify what these traffic diversion techniques should be. In this section, the Plan outlines the measures to be taken in each of the three single family neighborhoods which surround the Media District: The Rancho, the area between Alameda/Olive and Oak Streets and Toluca Lake. These improvements are included in the list of Media District improvements.

A. RANCHO

As shown in Figure 4-4, the following improvements to the Rancho neighborhood are as follows:

1. Re-time the traffic signals on Riverside Drive to allow more time to the north-south streets. This would provide for a more desirable street crossing for slower pedestrians and equestrians as well as make Riverside Drive less

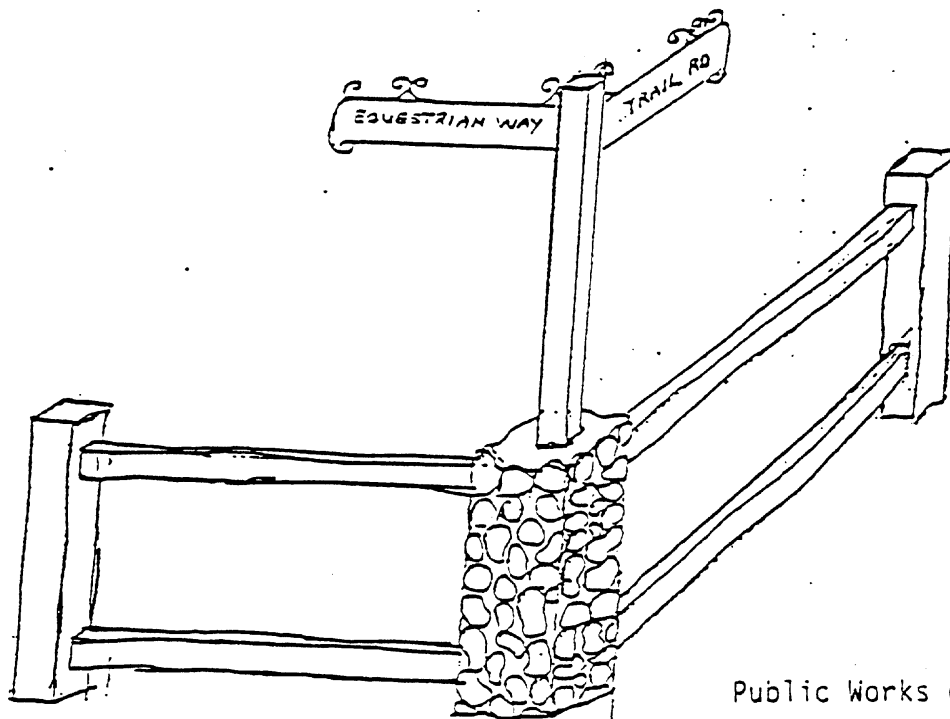
attractive as a through street by slowing the traffic speed progression from about 30 MPH to about 27 MPH, or by about 3 MPH.

2. Install signs on Riverside Drive at California, Bob Hope Drive, Keystone, Mariposa and Chavez that read "Signals Timed for 30 MPH".
3. Change speed limit from 35 MPH to 30 MPH on Riverside Drive and change the speed limit signs accordingly.
4. Have radar speed trailers in use on Riverside Drive. These trailers clock each car and report speed to the motorist via a light reader board. Routine enforcement, with the help of the new radar speed trailers, will help ensure that motorists on Riverside Drive obey the speed limits.

5. Study the reconfiguration of Chavez and Riverside to make a right turn from westbound Riverside to northbound Chavez less attractive.
6. Indicate to motorists that they are entering a residential/equestrian neighborhood by creating four gateway features on Riverside Drive at Warner/California, Bob Hope Drive, Keystone and Chavez. As shown in the hypothetical design (Exhibit 4-5), these gateway features would incorporate a landscaped median at each intersection with a monument that welcomes people to the Rancho and at the same time puts them on notice that they are entering a unique equestrian neighborhood. The monument and landscaping are proposed to have an equestrian flavor as shown.
7. Install a traffic signal at Riverside Drive and Beachwood.
8. Study potential changes to the islands and crosswalks at Mariposa Street and Riverside Drive;
9. Study the feasibility of an automated street-closing gate such as is used in Cupertino;
10. Study the need for further restrictions on truck traffic on Spazier, Elm, Lutge, Linden and Chavez; and
11. Study the possible cul-de-sacing of Mariposa south of Alameda Avenue.

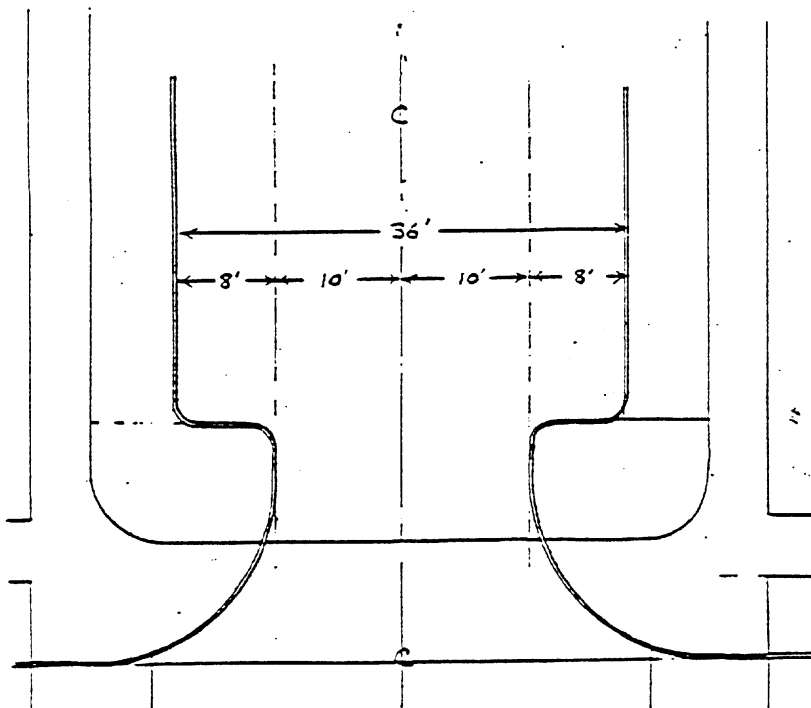
NEIGHBORHOOD IDENTITY PLAN

RIGHT-ANGLE SPLIT RAIL WHITE WOOD FENCE WITH STREET SIGN



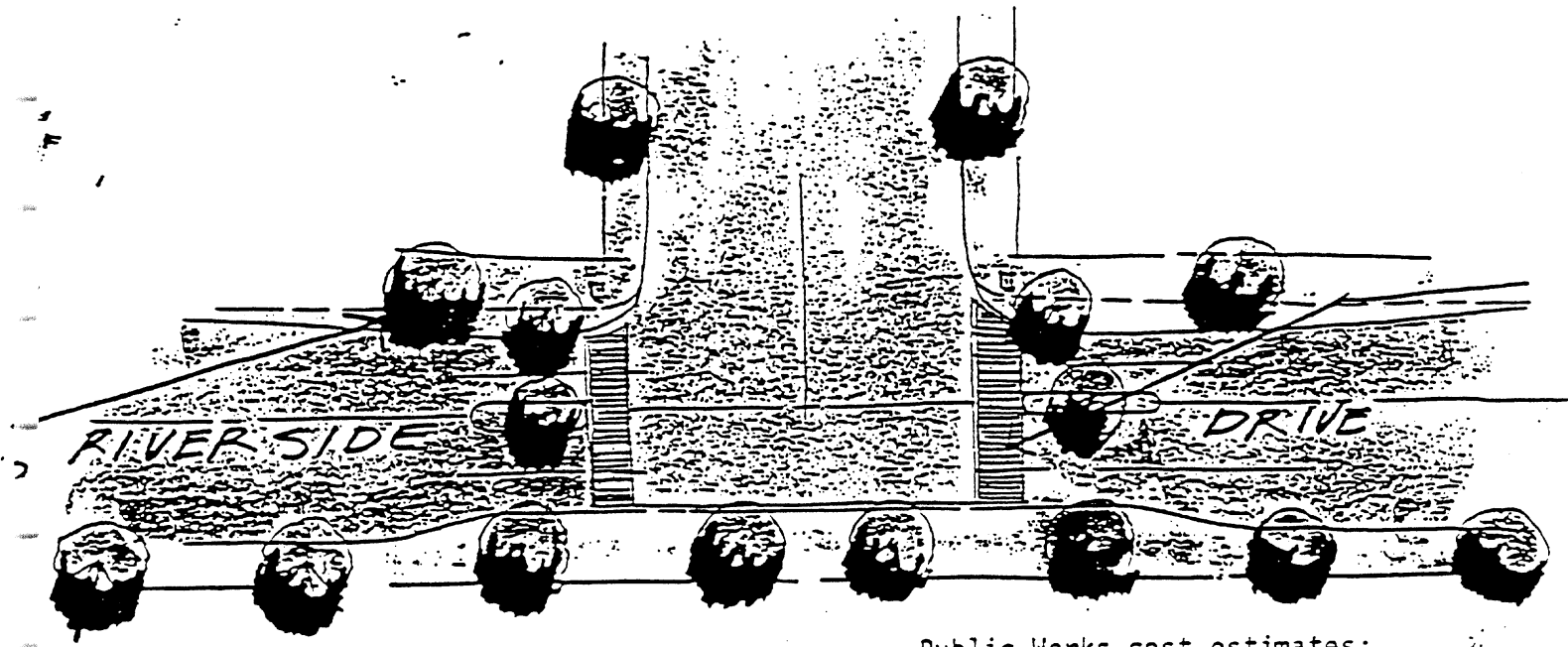
Public Works cost estimate: \$7,000

EXPANDED PARKWAY



Public Works cost estimate:
\$40,000

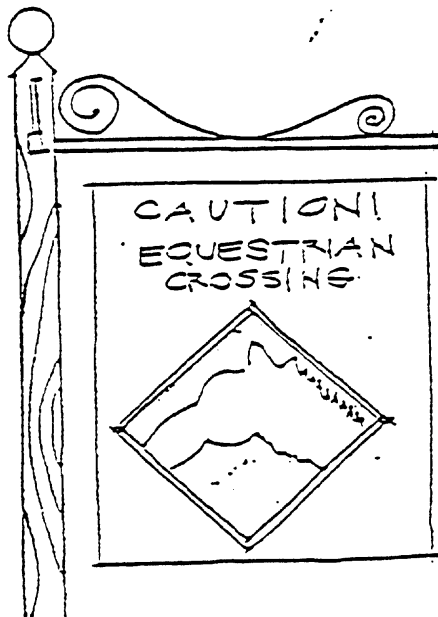
DECORATIVE CROSSWALK PAVING



Public Works cost estimates:

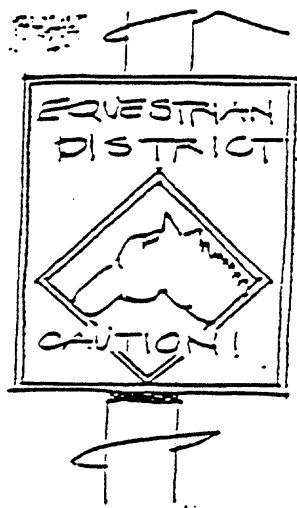
36' Roadway	\$14,600
46' Roadway	\$17,500
68' Roadway	\$23,900

EQUESTRIAN CROSSWALK CAUTION SIGN



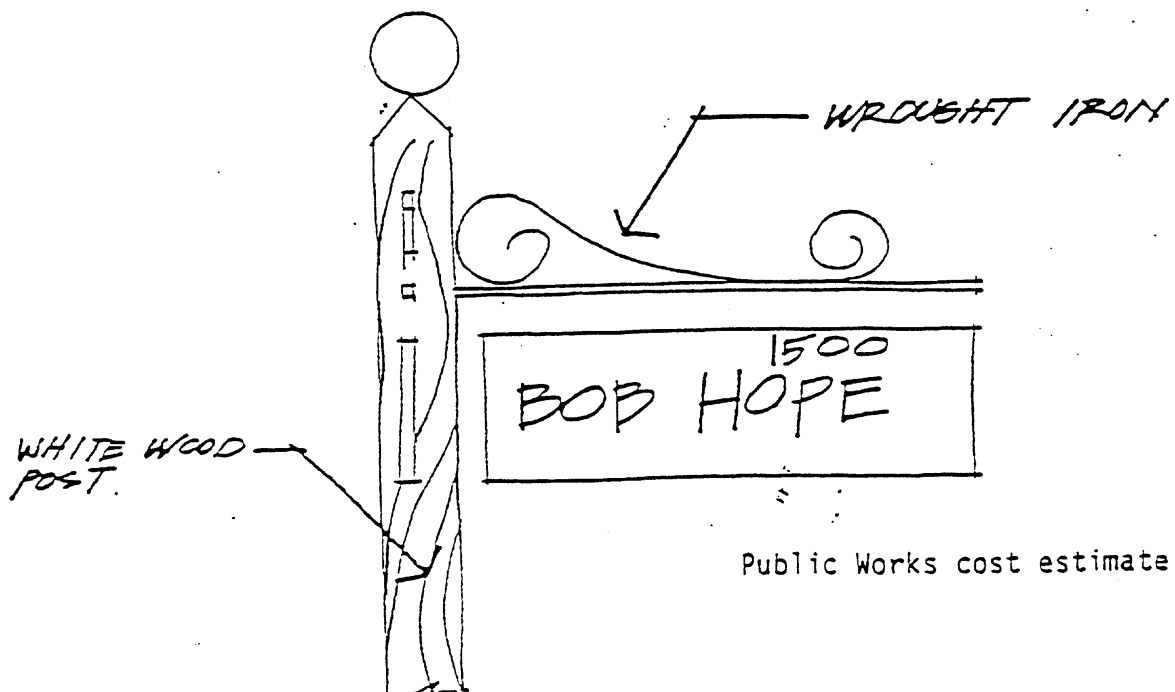
Public Works cost estimate: \$10,000

EQUESTRIAN NEIGHBORHOOD SIGN



Public Works cost estimate: \$500

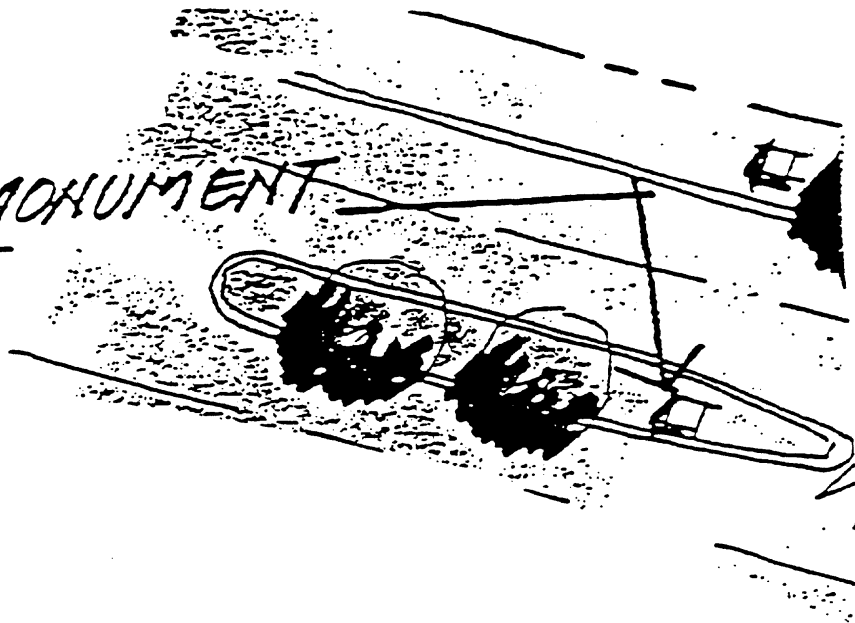
DECORATIVE WROUGHT IRON STREET SIGN



Public Works cost estimate: \$1,000

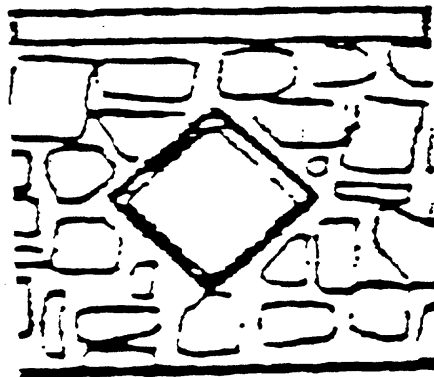
ISLAND MEDIAN

ENTRY MONUMENT
SIGNAGE



Public Works cost estimate: \$16,000

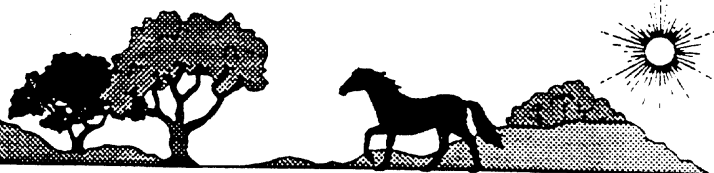
NEIGHBORHOOD MONUMENT



Public Works cost estimate: \$30,000

Burbank Rancho

HOMEOWNERS



DEDICATED TO THE PRESERVATION OF THE QUALITY OF LIFE IN THE RANCHO SINCE 1963

August 24, 1992

Mr Robert M. Tague, Director
Community Development Department
City of Burbank
Burbank, California

Dear Mr Tague:

The following remarks constitute my organization's comments on the Disney Studios Draft Environmental Impact Report (DEIR) for their Master Plan.

The Burbank Rancho Homeowners, and others, requested a scoping meeting for this EIR on January 10, 1992 (Attachment A). We spoke at the meeting and submitted written remarks on February 7, 1992 (Attachment B) requesting that a Subsequent or Supplement EIR be ordered for this project. A number of other individuals and organizations also spoke and/or submitted written comments. The major thrust of those comments went to the issue of whether or not a more rigorous environmental scrutiny such as a Subsequent or Supplemental EIR should take place.

CEQA guidelines require a Subsequent or Supplement EIR when one or more of the following three situations occur:

- (1) Substantial changes are proposed in the project that will require important revisions to the previous EIR due to the involvement of significant environmental impacts that were not originally included.
- (2) Substantial changes occur with respect to the circumstances under which a project would be undertaken that would require important revisions to the previous EIR due to the involvement of new significant impacts.
- (3) New information of substantial importance to the project becomes available that was not known and could not have been known at the time the original EIR was certified. The new information must show at least one of the following: (a) that the project will have one or more significant effects not discussed in

8-1

the previous EIR, (b) that significant effects previously examined will be significantly more severe than was shown in the previous EIR, (c) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects on the project, or (d) that mitigation measures or alternatives that were not previously considered in the EIR would substantially lessen one or more significant effects of the project.

Although any one of the three circumstances outlined above would require a Subsequent or Supplement EIR, we believe that the applicability test has been met in all three, and that in the case of the third, new information available substantiates each of the four (i.e., (a) through (d)) sub-tests although, again, only one of the four would be required to trigger the higher-level EIR.

8-1

It is our opinion that the EIR certified for the Media District Specific Plan (MDSP) was arguably deficient in its analyses of environmental effects and proposed mitigations on a site-specific and project-specific basis. The MDSP EIR should not be the foundation for, or in any way incorporated into - by reference or otherwise - the EIR required for Disney.

I would call your attention to the full EIR required for the NBC project. This should serve as precedent for a mandating the same scope and magnitude of analyses for the Disney Master Plan. The NBC EIR was project- and site-specific, and was not a focussed or tiered EIR within the meaning of those terms. It addressed issues that were directly related to the project, as should the Disney EIR.

The major focus of the MDSP EIR was the Media District itself. The EIR did not fully take into account the environmental effects of the MDSP upon adjacent neighborhoods, and the impacts upon traffic and circulation, air quality, noise, light, glare, schools, land use, cultural resources, and utilities and services city-wide. Nor did it adequately (if at all) consider the cumulative effects of MDSP development against the environment of actual and proposed development within the entire city of Burbank and on a regional basis.

8-2

For example, Burbank has embarked upon a series of plans for intensive expansion of existing facilities (such as the airport), recycling of all or parts of the Lockheed land to high-density and traffic-generating uses such a commercial/retail facilities, continued high-density building in the City Center Redevelopment area, the stated goal of building an 18,000 to 22,000 seat sports/entertainment complex, expansion of redevelopment into other

areas of the city, the Warner Brothers Triangle office building, and RFPs for development of a major project on the North Triangle of the West Olive Redevelopment Area.

The city also approved construction of a regional VONS Pavilions shopping center within a few blocks of the Disney project. The effects of this project were not analyzed within the context of the MDSP EIR. The city is also considering a plan for commercial/recreational land uses in the Rancho area that may change the character of that region. Further, the MDSP EIR did not, for the most part, address the cumulative impacts of all planned and proposed projects within the areas of the city that would be most heavily affected by the additional traffic, pollution, and strains upon cultural resources and infrastructure. Nor did it address projects that could reasonably be anticipated for their impacts, even though the city was aware that such projects were in the planning process. One example is the North Triangle. When we raised the issue during MDSP hearings, we were advised in writing that no such project was contemplated for the near future. Another plan is to make Burbank the regional hub for commuter rail and bus systems. This issue has to be fully and adequately addressed in the Disney EIR.

8-2

It is now obvious that the environmental effects identified in the MDSP EIR are substantially more significant than originally thought, and that the mitigation measures fall far short of those that would be meaningful in terms of contemporary and future needs.

8-3

We believe that the traffic and air and noise pollution impacts in the Media District, in neighborhoods adjacent to the Media District, and city-wide that were examined in the MDSP EIR are and will be substantially more severe than shown in that EIR. We believe that the impact of the consolidation of employees at the Disney site upon city schools, fire and police services, upon the infrastructure, and upon air pollution are and will be far more severe than anticipated by the MDSP EIR.

8-4

We believe that traffic mitigation measures found in the MDSP EIR not to be feasible would, in fact, be feasible and, if implemented, would reduce the significant and substantial impacts of the project upon adjacent residential neighborhoods and streets. I refer specifically to what we consider the biased traffic analyses done for cul-de-sacs, streets closures, and other traffic diversion methods. Again, we believe these methods are not only feasible but are essential to mitigate projected Disney and Media District traffic.

As previously noted, we believe that new impacts have been identified since the Media District EIR was certified, projects that were not adequately analyzed in the MDSP EIR and which would necessitate the requirement of a Subsequent EIR.

8-5

With reference to the Disney site, neither the Media District EIR nor the Disney DEIR fully or adequately take into account the almost-continuous eight-year construction period required by the project. This would result in significant impacts to adjacent neighborhoods and the traffic circulation of the entire city. Add to this the anticipated construction at NBC, and the potential approval of the north triangle project, and it becomes clear that the impacts have not been adequately addressed. All of us who lived through the two-year construction period for the Team Disney Building (which was not subjected to environmental review) at the corner of Alameda and Buena Vista can attest to the significant, albeit short-term, impacts caused by the construction.

8-6

Even some of those impacts that were identified in the Media District or NBC EIRs have not been adequately mitigated, and nothing substantive in the Disney DEIR fully addresses these issues: For example, the issue of the Barham Corridor and Bridge remains unresolved. Further, in its presentations to the community, Disney speaks of light-rail as a mitigation measure for traffic its plan will generate. Yet nothing in the DEIR appears to address that issue and its cumulative impacts upon the region.

8-7

The MDSP EIR certified by the Burbank Planning Board and City Council said that no unavoidable adverse impacts upon police services were anticipated. Even without the level of development anticipated in the Media District, the police department is currently below authorized strength because of budget limitations. The concentration of thousands of Disney employees, guests, and non-Disney personnel at the Disney site will only exacerbate our already strained police and fire services, and the issue must be adequately addressed in the new EIR.

8-8

For the most part, the Media District EIR addressed traffic and other environmental impacts within the Media District, and was inadequate in addressing these impacts on other areas even though the traffic generated by the Media District - in concert with the traffic generated by projects outside the Media District - will have a profound and significant impact upon the whole city and region.

8-9

Neighborhood protection mitigations and measures in the MDSP EIR were wholly inadequate or absent altogether. This was the result, we believe, of the city's recognition that neither the primary arterial streets nor the freeways could adequately handle the level of anticipated development. As a consequence, secondary arterials and neighborhood streets would have to bear the additional traffic if the MDSP was to succeed at the level of development desired and subsequently authorized. With that mind-set, traffic diversion methods had to be minimized or discounted by the traffic studies. The result was neighborhood protection measures that were at best cosmetic. In some instances, the so-called "neighborhood

8-10

protection" measures actually served to increase the adverse impacts upon adjacent neighborhoods rather than abating them.

8-10

When traffic mitigation and neighborhood protection measures were suggested by residents, the response of traffic consultants was to declare them "not feasible," even though the objective body of evidence says otherwise. The whole subject of neighborhood protection became a "political" issue rather than an attempt to truly mitigate identified traffic and circulation impacts. Traffic diversion and neighborhood protection methods that were "politically correct" in one area of the city became controversial in other neighborhoods where the same adverse impacts could be expected. We have recently learned that the city's proposal for alleviating neighborhood traffic by speed humps, diverters, stop signs, one-way alleys, peak-hour restrictions, and cul-de-sacs includes proposals that *residents be required to pay for mitigation measures that are needed because of traffic from projects like Disney's*. It seems to us that penalizing the victim is adding insult to injury. In fact, everything in the proposal seems designed to insure that the neighborhood traffic measures will not be implemented.

8-11

The lack of real commitment to neighborhood protection is true of the Disney project. There is no evidence in the master plan itself, in the suggested scope of the proposed focussed EIR, or in the document received from the EIR consultant that neighborhood impacts and protection measures are treated seriously. These impacts must be analyzed on the basis of new research, not warmed-over studies that were flawed to begin with, and that are now obsolete.

8-12

The skepticism held by residents of neighborhoods adjacent to the Media District as to genuine neighborhood protection measures can be better understood when you consider that more time was devoted to the design of street furniture in the MDSP than to identifying and attempting to resolve legitimate concerns over traffic, pollution, and other environmental issues.

There is empirical evidence that traffic in the Rancho and adjacent neighborhoods has increased dramatically. Can anyone doubt how much more dramatically it will increase now that Disney construction has begun? In addition to permanent traffic and circulation impacts, traffic patterns over the course of the long construction period must be analyzed and real mitigation measures adopted, and this analysis must take into account the short- and long-term impacts of construction at other proposed and/or approved projects within Burbank and regionally.

8-13

We would also ask the EIR consultants for the Disney project to take note of the fact that no Community Facilities Element (CFE) has yet been adopted. This CFE would identify financial impacts of development upon city infrastructure and quantify fees required to

8-14

be paid by projects. The DEIR assumes (for purposes of mitigation) that a CFE fee schedule will be adopted.

For example, the project would result in a need for additional police personnel and equipment. Disney proposes to mitigate this impact by "paying all Community Facilities Element impact fees or any other applicable fees assessed against commercial or industrial property, if any, that have been adopted by the City Council prior to the issuance of any building permit."

The Lead Agency and the EIR consultant assume that the CFE will be adopted before any building permits are issued, and base their mitigation measures for several project specific impacts upon a vague hope more than a reality.

The Lead Agency knows, Disney knows, and the consultant should know that no Community Facilities Element (CFE) or impact fees have been adopted by the city. These fees are controversial and have been delayed over and over again for nearly three years because of resistance by local commercial interests and business advocacy groups. If adoption of the CFE is delayed, or not adopted at all, as is possible, the Disney project could cause in a severe shortage of law enforcement personnel in the city, with lower response time, higher crime rates, and a significant impact upon the safety of residents. As we know, the police department is also understaffed due to budget restrictions.

8-14

There certainly will be no CFE impact fees for the 62,000 sf drapery warehouse already approved. Granting approval for this building without conditioning approval on any future fees adopted has resulted in a significant revenue loss to the community.

The same consequences outlined above would result from the impact to fire protection services. Again, assuming the adoption of the CFE and payment of CFE fees by the applicant is a hope rather than a reality. If there are no fees, then there is no mitigation of the significant impacts that will be caused by this level of development.

Parks and Recreation demands will increase as a result of the project. If no CFE fees are adopted, a severe strain on existing facilities will result, and significant adverse impacts will follow.

Further, the city was required to prepare and adopt an "Assessment District" plan designed to assess the owners of property in the Media District for their share of the additional burden which these properties place on the transportation system. To date, no such Assessment District has been formed, and no fees have been collected. It would seem to us that these financial mitigation measures must be in place (including fee schedules) before any construction begins. It is misleading to suggest - without any

8-15

real evidence - that the fees ultimately assessed will adequately relieve the significant impacts brought about by the Media District projects. This is especially true when one considers that it is the policy of the Burbank City Council to heavily subsidize developer fees rather than to have developers pay their fair share.

8-15

We believe we substantiated the need under CEQA Guidelines to require a Subsequent EIR for the Disney master plan and project. There is no question that the level of development, the site configuration, the density massing, and the relationship of the project to residential neighborhoods will have an irreversible and profound impact upon Burbank and the region for decades to come.

After reviewing the Disney DEIR we are more than ever convinced that the document does not adequately address the important environment questions raised by a project of this size and scope, and the cumulative impacts of this project when added to the other area and regional projects approved, underway, or planned.

As you know, CEQA Guidelines and 14 Cal. Code Reg. §1516 can require the Lead Agency to order a Subsequent EIR if new information about the project comes to their attention after the EIR has been completed but before the project has been approved.

We believe it is in the best interests of the City of Burbank and of Disney to have the fullest possible environmental review, to adequately analyze all effects, and to fully and intelligently mitigate those adverse impacts identified. It would be a disservice to all interested parties if the Draft EIR was rejected or challenged as being inadequate.

8-16

We now have a unique opportunity to reverse planning mistakes of the past and to avoid future conflicts. Some have argued that current economic conditions demand that we set aside planning standards in the interest of job creation and higher property tax revenues for the city. We believe this argument, while it might seem superficially attractive, is unsound and would only compound the cumulative adverse impacts of previous decisions based upon economic and/or political expediency.

While the written comments received at or after the public scoping meeting are included in the DEIR as Appendix B, there is no summary of the oral comments received, only a category list on Page 2-6. Nor is there any indication in the DEIR that these written or oral comments were considered in determining the nature of the EIR to be used. Further, in a memorandum to city officials regarding the scoping meeting, the character of those comments was mis-stated as being about equally divided between those who wanted a more rigorous environmental review and those who were satisfied with the "tiered" approach. This was not the case, as the audio tapes and minutes of the meeting will show.

Even before the public scoping session was held, city officials were meeting with officials of the Disney Development Company, LSA Associates (the consultant firm retained to draft the DEIR), and with the applicant's attorney to make important decisions regarding the scope and contents of the DEIR. It is apparent from the minutes of that meeting (Attachment C) that the public scoping session was not a serious attempt to involve public participation in the decision-making process.

It is my understanding that as Lead Agency, the City of Burbank used the services of LSA Associates to prepare the document, while the applicant was required to pay the costs. In this instance, however, there is no evidence that the applicant (Disney) was kept at "arms length" to avoid the appearance of influence or bias in the process, as would be required under CEQA guidelines. In fact, there is evidence (Attachment C) that the applicant probably participated in drafting parts of the DEIR, and may have exercised undue influence in determining the scope, the contents, and the favorable conclusions (to the applicant) reached in the DEIR. For example, the applicant's agent "wants the project description to include an explanation of the rationale for the Disney expansion." The EIR consultant suggested that Disney write this section, the project manager "said it should not look too much like a PR piece," and the Assistant City Attorney "indicated that this would help confirm consistency with the MDSP goals which encourage the growth of such businesses."

8-17

We submit that these are matters requiring objectivity on the part of the Lead Agency. Allowing the applicant to write sections of the DEIR compromises that objectivity. The caution by a staff member of the Lead Agency that the DEIR should not look "too much like a PR piece" raises serious questions as to that objectivity and impartial environmental review. Is the DEIR (or any section of the DEIR) simply a "PR piece" disguised to look like an unbiased and objective presentation? Further, we believe it is improper for the Lead Agency under CEQA guidelines to relinquish their responsibilities to the applicant for any reason.

It is the position of my organization that any part(s) of the DEIR furnished or drafted by the applicant should be clearly identified as such in order to allow those reviewing the document to be satisfied as to the objectivity the environmental review received as required under CEQA. Given the evidence that parts may have been drafted by the applicant, we believe this is crucial in assessing the document.

Nowhere in the EIR are all agencies, organizations, and individuals consulted in preparing, or actually preparing, the DEIR identified as required by 14 Cal. Code Reg. § 15129. This is particularly important in determining bias and/or subjectivity of the document.

8-18

The applicant requests permission for a helistop. The DEIR includes both a study of the noise impact analysis for the helistop and the statement that the helistop would have no significant noise impact on the surrounding areas. We challenge the latter finding.

In view of the fact that the Burbank City Council is on record as opposing individual studio helistops, and favoring a joint-use helistop in the Media District, Disney's request for such a facility seems strange. It suggests that Disney has received some pre-approval or assurance from the city for the helistop. In fact, a paragraph in Appendix C addresses and reinforces that conclusion: Disney is opposed to a joint-use helistop and is asking approval for their own.

The minutes state that "The EIR will have to address the citizen request with an appropriate response."

I assume this reference is to the citizen who appealed the Warner Brothers application (later withdrawn) for a helistop on their property. One can only assume that Disney and the EIR consultant was aware of council policy regarding individual helistops in the Media District. Yet, that policy appears nowhere in the DEIR, although the DEIR goes into some detail as to the "City's General Plan Noise Element" and the policy guidance the Noise Element provides.

8-19

Surely, city officials know, even if the EIR consultant does not, that the Noise Element of the General Plan has not been adopted, and may not be adopted for some time to come. In any event, it is wrong and misleading to tie mitigation to a Noise Element that has no force in law.

Why would Disney spend money on a helistop noise study unless they already have been privately assured they will be able to circumvent council policy on individual helistops in the Media District?

If they have, that portion of this environmental review is a sham and should be summarily rejected by the Lead Agency.

As an organization, we oppose granting Disney this approval for a helistop. Even if the "average" helicopter CNEL noise levels were low, the single event noise levels would be a significant addition to noise-sensitive residences, a high school, a hospital, and to equestrian uses directly below the flight paths. To say that these noise levels would be comparable to "less than everyday noise sources commonly occurring during daytime hours" flies in the face of common sense and the consultant's own studies of the maximum A-Level contours for different helicopters.

8-20

Ambient noise levels at some adjacent uses is already higher than the 65 dBS considered acceptable for exterior residential locations, and the 55 dB level recommended by the EPA. Allowing

even a limited number of single event exposures at significant higher levels could result in a host of physical and psychological problems, social disruption, and downgrading of quality of life.

With all the real and potential impacts on residents, students, and hospital patients from a helicopter facility, there can be no off-setting justification for the helistop, nor can it be asserted that there will be no significant noise impact on surrounding areas. We believe the Lead Agency should reject the consultant's assessment and deny the helistop.

8-20

Even before environmental review commenced for the Disney Master Plan, and while this DEIR was in preparation, Disney was granted Development Review by the city for demolition of buildings, removal of trailers, and construction of a 62,000 sf warehouse on their lot. These were all part of the scope of the Master Plan. I believe the decisions to grant Development Review and a Negative Declaration for this application violate both the spirit and letter of the California Environmental Quality Act (CEQA) guidelines, and that the application should have been denied.

The action of the Planning Division and the Zoning Administrator in allowing elements of the Master Plan to be split off and considered separately is an attempt to undermine the requirements of CEQA and good planning procedure and, therefore, should have been disallowed until the final EIR for the Master Plan project is certified.

Disney has applied for a variety of discretionary approvals by the City of Burbank and other responsible agencies, including a development agreement addressing the full scope of a Master Plan for development on the Disney campus. As lead agency, the City of Burbank Community Development Department's CEQA Initial Study determined that the proposed Master Plan and Planned Development project may have a significant effect on the environment, and that an EIR would be required to address the individual and cumulative adverse impacts.

8-21

The demolition of the buildings at Riverside and Keystone, the relocation and/or demolition of the trailers on the Disney campus, and the construction of a new warehouse on the Disney campus are all components of the Disney Master Plan currently under environmental review as part of the draft EIR. No certification by the appropriate agencies for the final EIR can be made until the comment/response period has elapsed and those comments/responses addressed in the final EIR.

Allowing Disney's application for Development Review submitted May 19, 1992, and the decision of the Zoning Administrator dated July 13, 1992, to approve Development Review for individual elements of the larger Master Plan and Planned Development circumvent the clear CEQA requirement that the cumulative effects of a project should be analyzed, rather than evaluating impacts on a "piecemeal" basis.

As previously noted, the approvals requested in this Development Review are integral components of the larger Master Plan and Planned Development. When added to past, present, or future projects in the area, the addition of this project would result in a significant cumulative impact for the vicinity. The Initial Study states (under Section 22, Mandatory Findings of Significance) that there are no impacts which are individually limited but cumulatively considerable. I submit that the environmental effects of the components under discussion, while individually limited, are cumulatively considerable and should be so considered.

In fact, the Initial Study treats this application as if it had no relationship to the Walt Disney Studios Master Plan and/or Planned Development. Nor does the Initial Study adequately or objectively identify and assess the individual or cumulative environmental impacts of this project even on an individual basis. Further, it attempts to portray significant impacts as "short-term" in nature, when they are arguably long-term when considered in the context of the larger Master Plan and Planned Development.

8-21

Components of the proposed project (both the demolition of asbestos-laden buildings and trailers and the construction of the new building) are located directly adjacent to residential uses, and will generate traffic circulation impacts, increased noise levels, dust and air pollution, dangers of asbestos pollution, and construction-related glare and lighting impacts upon residents. Although this project is scheduled to be completed by April, 1993, other elements of the Planned Development (i., the Animation Building on the site of the demolished warehouses at the southwest corner of Riverside and Keystone, and the Parking Structure at the northwest corner of the same streets) may be in the construction stage by that date.

Mitigation measures proposed as conditions of approval are inadequate to preclude or mitigate serious impacts to adjacent residential neighborhoods. For example, demolition and construction hours of 7 a.m. to 10 p.m. Monday through Saturday, were proposed by Disney and approved by the City. Allowing demolition and construction for 15 hours per day, six days per week, within the residential-impact area violates MDSP Conditions of Approval No. 7 which limits construction activity to be "daytime" hours. For noise measurement and abatement purposes, "daytime" hours are defined as the period between 7 a.m. and 7 p.m.

8-22

Disney knew what the MDSP Conditions of Approval were, yet they asked for longer construction hours. At the same time, Disney claimed that their project was in complete conformity to the MDSP.

I submit that they were not: The conditions of Approval are an integral part of the MDSP. I submit further that the EIR consultant should have known these so-called mitigation measures were in violation, and that the impacts of construction activity

upon nearby residential areas will be substantial and severe.

Disney has already violated the more generous schedule by beginning construction activities before 7 a.m. and on sundays. My organization filed a complaint with the city to stop these violations (Attachment D).

8-22

The inability of an applicant (or its agents) to regulate Conditions of Approval call into question whether significant impacts can or will be mitigated. No one could assert that construction activities before 7 a.m. or on sunday are not environmentally adverse as well as being violations of Conditions of Approval.

No conditions have been imposed to ban parking by construction workers on adjacent residential streets, or to enforce current prohibitions against commercial 3-axle vehicles on Riverside Drive, Keystone Street, and other adjacent residential streets. These are serious problems for residents and should have been addressed in the DEIR.

8-23

The site of the warehouse demolition is contiguous with property within the City of Los Angeles that is used for equestrian purposes. The conditions imposed upon the applicant ignore the significant adverse impacts of demolition and construction activity upon this adjacent land and its uses, and have no restrictions against the interruption or loss of equestrian use because of construction activity or equipment. In fact, Section 19 (Recreation) of the Initial Study done for this application states that the project will have no impact upon the quality or quantity of existing recreation and/or valuable open space opportunities. I submit that the project may have a serious impact on existing recreation and open space opportunities and that these impacts should have been addressed in the DEIR.

8-24

Conditions of approval under the Disney Master Plan require payment of all Community Facilities Element Impact Fees, if any, that have been adopted prior to the issuance of any building permit (including excavation). As previously noted, Disney has escaped payment of these fees for the proposed new property and drapery warehouses and the financial impacts of this approval upon community services such as police protection (and other community services and infrastructure) was not considered in the current application, but may be considered significant.

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The short-term use of the site of the warehouses to be demolished is not addressed in the Initial Study, and no conditions for use are imposed. Any use of this site for temporary parking or storage could have an adverse impact upon traffic circulation within the project area, and should have been examined.

8-26

The Zoning Administrator's decision to grant Development Review may have opened the door for other planned or proposed projects to escape the more rigorous environmental scrutiny required for cumulative rather than individual impacts.

Both the Lead Agency and the EIR consultant were aware of this circumvention of the CEQA guidelines as to incremental or "piece-mealing" project components to escape cumulative impacts, yet the DEIR makes no reference to the premature project start.

8-27

We believe, in summary, that the project should have been denied until the cumulative impacts were addressed in the DEIR.

The DEIR states that construction-related impacts like excessive noise, dust, and glare will be mitigated to a level of insignificance because they are short-term in nature. The DEIR states that Phase I and Phase II will call for at least eight years of construction within a relatively small area.

That is not short-term.

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Disney officials say the construction will more likely be spread out over twenty-five years. Even if this is so, the size of the buildings and sound stages to be constructed will mean activities for long periods.

The DEIR does not adequately address this issue of short- vs long-term construction activity.

The project would result in a change of the density and intensity of land use adjacent to residential neighborhoods to the north, east, and west of the Disney lot. Disney proposes no mitigation measures except retention of an existing wooden fence and a berm along Keystone Street. No neighborhood protection would be afforded residential areas directly to the north, or to areas to the west.

8-29

The DEIR cites provisions in the MDSP for protection and preservation of adjoining residential neighborhoods through design standards, landscape buffering, traffic and parking intrusion prevention, building height restrictions and limits to growth.

Nothing in the MDSP would restrict traffic to the north and west, or prevent Disney employees or non-employees working on the lot from parking on neighboring streets. Further, by concentrating density on the perimeter of the site rather than in the center, adjacent neighborhoods bear the brunt of the change of the land use intensification. Examples are the parking structure at the corner of Keystone and Riverside Drive, the Animation Building on Riverside, and studio workshops and warehouses along Keystone.

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Mitigation measures proposed for traffic and circulation impacts are wholly speculative as to their effectiveness in mitigating potential problems. Significant adverse impacts are entirely possible - even probable - when the traffic created by other proposed city- and region-wide projects are considered cumulatively. Appendix B-2 to Disney's Planned Development Application Traffic Study - City of Burbank Cumulative Project List - is neither comprehensive nor up-to-date. Although dated June 9, 1992, some projects listed as "proposed" or "under Construction" have been completed. Other proposed projects are not listed at all.

8-31

No adequate assessment of the traffic and circulation impacts can possibly be made unless the information is current and correct.

As previously noted, no traffic impact fee mechanism has been adopted, and no fees have been quantified. Until those actions have been formalized, there is no way for the DEIR to make a judgement as to whether the impacts can or will be mitigated.

8-32

The Disney Master Plan involves various discretionary approvals from the City of Burbank. One of these is a vesting tentative tract map (No. 50745) that allows Disney to subdivide the studio property into eight separate parcels for financing and development purposes. Parcels six, seven, and eight make up the South Campus.

Our group, and others, have strong objections to this approval, since Disney would have the ability to sell the parcels (and the buildings on them) at some future date for other than media use. Nothing in the MDSP prohibits non-media-related uses. They could become speculative office buildings, for example, and most of the conditions of approval placed on Disney would not apply to new owners. Disney has stated that all buildings constructed under the Master Plan are for their own use. The ability to split the South Campus into separate parcels suggests otherwise. We believe that this possibility must be addressed in the DEIR.

8-33

We believe that vacation of air rights over Riverside Drive presents a significant impact that has not been adequately addressed in the DEIR.

8-34

Although my organization is concerned with all aspects of the Disney Master Plan DEIR, our main focus is on the significant adverse impacts the project will bring to the Rancho.

As noted in the DEIR, the MDSP provided for neighborhood protection programs to be developed in several local neighborhoods, including the Rancho. These neighborhood protection programs were deemed necessary by the projected development in the Media District, and preceded the Disney Master Plan. With the intensive Media District build-out of commercial development and other development either planned, projected, or underway for many areas of Burbank,

8-35

residential neighborhoods face significant impacts from cut-through traffic by private automobiles and commercial vehicles. Some of these impacts are short-term in nature (as in the case of minor construction-related disruptions), others are long-term or permanent changes in the circulation patterns.

No one would argue with the need for sensitivity and consideration to development requirements. The economic vitality of the community depends upon a mix of well-planned, appropriately-sited development opportunities that provide jobs and a revenue base for service and infrastructure needs. Traffic circulation is an important element of that planning, but one often overlooked or ignored in the cumulative sense of our ability or capacity to absorb major development and the additional traffic it brings.

Commerce can and does suffer when streets and intersections are reduced to gridlock, when employees and commuters face serious delays in getting to and from work, when customers cannot find adequate parking, and when traffic circulation patterns are more congenial in other nearby areas.

Similarly, no one *should* argue with the same need for consideration and sensitivity to the serious impacts of development upon residential neighborhoods, especially in terms of health and welfare of residents. When development and cut-through traffic intrudes into residential neighborhoods, both can have profound effects upon more than just the hard-to-define "quality of life" we all talk about. Decreased property values may also result. Safety becomes an issue, as does crime. Equally important is the well-documented relationship between increased traffic and traffic-related noise as contributing factors in physical and psychological stress.

The impact of Media District and Disney traffic upon the Rancho (as well as other neighborhoods) is not an abstraction. Traffic and air pollution and noise have already had a significant impact upon this neighborhood.

The DEIR is misleading in that it overlooks Disney's role in the Neighborhood Protection Program addressed by the document. It reports that the City of Burbank commissioned a Rancho Community Traffic Reduction Program, but fails to mention that Disney paid for the study because the City had failed to move on the issue. According to the City Manager (Appendix E), Disney initially offered to pay \$125-150,000 for some or all of the recommended program elements.

The DEIR states that "A funding plan for this (neighborhood protection) program has yet to be adopted, but it is contemplated that the improvements will be included in the proposed MDSP transportation impact fee ordinance." We see no evidence of a speedy adoption of the impact fee ordinance. If that mechanism is

8-35

delayed, full neighborhood protection could be years away. Even if the fee were adopted tomorrow, it might take months for the fund to reach the level needed for these costs.

In any event, the commissioned traffic reduction study became one part of a larger Rancho Master Plan. That plan included land use and zoning recommendations, a traffic mitigation program, and a Rancho Identification Plan. An ad hoc committee was formed and presented its recommendations to the city council last month.

The traffic mitigation plan was based solely upon the study paid for by Disney. A variety of mitigation measures were identified for the Rancho. Most were discarded and the list was narrowed to those presented on pages 4-122 through 4-126 of the DEIR. The ad hoc committee reviewed these mitigation measures and their recommendations were presented to council as noted above. Council has yet to act on these recommendations, and funding is questionable, since Disney apparently has withdrawn its commitment to fund.

The DEIR states that "cumulative transportation impacts will not be significant," and that "net impacts on traffic in general and for any rerouted trips of people living in the Rancho area should be minimal."

We profoundly disagree.

While the elements of the Rancho traffic mitigation measures may be a first step, they do not represent a long-term solution for the serious impacts that the MDSP and the Disney Master Plan will bring to this area. We believe they are, at best, temporary mitigations designed to defuse criticism of the Disney Master Plan's impacts.

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We believe that the plan proposed by my organization (Appendix F) is a more comprehensive attempt to save this neighborhood from MDSP and Disney traffic. In 1990 we surveyed 800 homes in the Rancho to solicit homeowner opinion on neighborhood preservation. The results of that survey are included herein as Attachment G.

As to the traffic mitigation plan recommended by Disney's consultant and the ad hoc committee, there are several major weaknesses:

- (1) No funding mechanism is identified for the first stage implementation of the plan. As previously noted, Disney initially agreed to pay between \$125-150,000 of the plan's costs and take a credit against the CFE.
- (2) Since adequate funds are not currently available for the elements of total plan, a scaled-down version is recommended for

implementation at a cost of \$10,000. We are assured that sum is available, but it has not been identified.

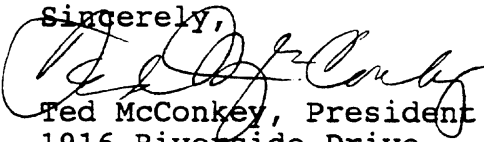
- (3) The Burbank Public Works Department has expressed opposition to some elements of the plan. Without their full support, the plan will be difficult, if not impossible, to implement.
- (4) A separate city proposal calls for major restrictions on the use of traffic diversion methods city-wide, along with unrealistic criteria for their use, and a question as to whether those impacted by cut-through traffic will be required to pay for mitigation. We have been unable to determine if this potential assessment would apply in the Rancho traffic protection plan.

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As the DEIR makes clear, there is no neighborhood protection program currently in place except in the Toluca Lake area. It is disingenuous to suggest that serious traffic impacts can be mitigated without such a plan - including full funding - being in place.

For the reasons stated above, combined with the project's admitted severe impacts upon air quality, noise generation over a long period, profound and adverse impacts upon adjacent neighborhoods, and disruption of traffic and circulation patterns of local and regional significance, we ask that less environmentally destructive project alternatives be considered.

Sincerely,


Ted McConkey, President
1916 Riverside Drive
Burbank, CA 91506

ATTACHMENTS: A through G

January 10, 1991

Mr. Steve Somers
City of Burbank
Community Development Department
275 East Olive Avenue, P.O. Box 6459
Burbank, CA 91510-6459

Dear Steve:

Thank you for the opportunity to comment on the Focused Environmental Impact Report (EIR) for the Disney Studios Master Plan project.

I have been instructed by the Board of Directors of the Burbank Rancho Homeowners to inform you of the following resolution adopted by our organization:

Be it resolved that the Burbank Rancho Homeowners, an organization of Rancho area homeowners and residents dedicated to the protection of the quality of life in the Rancho since 1963, has urgent and serious concerns about the impact of the announced Disney development upon the Rancho. Our concerns include, but are not limited to, the density and massing of office buildings, production facilities, and parking structures on Riverside Drive and Keystone Street, to the massive increase in the traffic and air and noise pollution this development will generate, the lack of genuine (as opposed to cosmetic) "neighborhood protection" features or traffic mitigation included in the plan, and the announced intention not to hold a public scoping meeting to determine the parameters and major topics to be addressed in the EIR. Therefore, the Burbank Rancho Homeowners demand that a public scoping meeting be held before the preparation of the environmental document is begun.

We are aware that scoping is not required - but is encouraged - by CEQA. We are also aware that the environmental review process serves a number of functions, among them helping "insure the integrity of the process of decision by precluding stubborn problems or serious criticism from being swept under the rug,"¹ to "demonstrate to an apprehensive citizenry that the agency has, in

¹County of Inyo v. Yorty (1973) 32 Cal.App. 3d 795,810,108 Cal.Rptr.377

ATTACHMENT A

Ltr to S. Somers
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fact, analyzed and considered the ecological implications of its actions,"² and that the EIR also serves "...the political purpose of enabling citizens to determine the environmental and economic values held by their elected and appointed officials, thus allowing for appropriate action at the polls should a majority of the voters disagree."³

In the case of the Focused EIR for the Disney Master Plan, we have serious doubts as to the use of "relevant" portions of the MDSP EIR to "minimize discussion of those impacts that were previously addressed." It is our position that, absent a Disney Master Plan at the time the MDSP EIR was approved, that EIR did not adequately discuss (much less address) the specific Disney site plan - particularly the arrangement and kinds of buildings contemplated, the location of parking facilities and production shops contiguous to an R1-H neighborhood, the deleterious traffic patterns certain to ensue, the generation of air and noise pollution, the relationship of Disney development to projects such as the new Vons and NBC project only a few blocks away, the still-pending study of commercial/recreation usages in the Rancho and surrounding areas, and the impacts of other development city-wide - including airport expansion.

We believe that the Disney Master Plan EIR should also include comprehensive analysis of the following issues:

- o Site plan configuration alternatives such as massing of buildings away from residential areas (and Riverside Drive) and toward Buena Vista Street
- o Limiting the height of buildings so that no CUP is required
- o Analyzing the impact of the development upon adjacent equestrian neighborhoods
- o Undergrounding pedestrian walkways rather than locating them over Riverside Drive
- o Disney's request for a helistop, in view of the recent city policy decision to have one central helistop for combined MDSP use

²People v. County of Kern (1974) 39 Cal.App. 3d 830,841,115 Cal.Rptr. 67

³No Oil, Inc. v. City of Los Angeles (1974) 13 Cal. 3d 68, 75, 118 Cal. Rptr. 43

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- o The continuing controversy over additional traffic on the Barham Corridor and bridge

Further, we would object to the use of outdated portions of the MDSP EIR in place of original and contemporary analysis of - among other things - traffic, air and noise pollution, specific light and glare impacts, storage and use of hazardous materials on site, the additional burdens placed on city schools, housing, and services, and the incompatibility of the project with surrounding residential uses because of project bulk, scale, massing, and obstruction of scenic views.

These are only a few of our concerns. In view of the size and density of this plan, we believe it is absolutely essential to convene a public scoping session where all aspects of the significant adverse impacts can be discussed, and the public assured that the full scope and type of environmental analysis required is, in fact, done.

I am in receipt of a letter from Alan Epstein, vice president of the Disney Development Company, dated December 17, 1991. In his letter, Mr. Epstein assures me that Disney did not persuade the city "not to hold" a public scoping session for this EIR. I can only interpret that to mean Disney is not opposed to such a scoping session. Since Disney is not opposed, and since those of us who will be most significantly impacted by the development feel there should be a scoping session, I cannot imagine the city would object.

We look forward to the city scheduling and holding a public scoping session so that these concerns and apprehensions can be fully and adequately addressed.

Very truly yours,

Ted McConkey, President

cc: Rancho Homeowners Board of Directors

February 7, 1992

Mr. Roger Baker
Director, Advanced Planning
City of Burbank
275 East Olive Avenue
Burbank, CA 91510

Dear Roger:

Thank you for arranging the Disney EIR scoping session, and for the opportunity to summarize our oral presentations in written form.

For a number of reasons that I will outline below, the position of my organization is that a "focussed" or "tiered" EIR is not appropriate to this situation. We believe that the City of Burbank as lead agency should require a Subsequent EIR for the Disney Master Plan or, at a minimum, should order a Supplement EIR.

CEQA guidelines require a Subsequent or Supplement EIR when one or more of the following three situations occur:

- (1) Substantial changes are proposed in the project that will require important revisions to the previous EIR due to the involvement of significant environmental impacts that were not originally included.
- (2) Substantial changes occur with respect to the circumstances under which a project would be undertaken that would require important revisions to the previous EIR due to the involvement of new significant impacts.
- (3) New information of substantial importance to the project becomes available that was not known and could not have been known at the time the original EIR was certified. The new information must show at least one of the following: (a) that the project will have one or more significant effects not discussed in the previous EIR, (b) that significant effects previously examined will be significantly more severe than was shown in the previous EIR, (c) that mitigation measures or alternatives

previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects on the project, or (d) that mitigation measures or alternatives that were not previously considered in the EIR would substantially lessen one or more significant effects of the project.

Although any one of the three circumstances outlined above would require a Subsequent or Supplement EIR, we believe that the applicability test has been met in all three, and that in the case of the third, new information available substantiates each of the four (i.e., (a) through (d)) sub-tests although, again, only one of the four would be required to trigger the higher-level EIR.

It is our opinion that the EIR certified for the Media District Specific Plan (MDSP) was arguably deficient in its analyses of environmental effects and proposed mitigations on a site-specific and project-specific basis. The MDSP EIR should not be the foundation for, or in any way incorporated into - by reference or otherwise - the EIR required for Disney.

I would call your attention to the full EIR required for the NBC project. This should serve as precedent for a mandating the same scope and magnitude of analyses for the Disney Master Plan. The NBC EIR was project- and site-specific, and was not a focussed or tiered EIR within the meaning of those terms. It addressed issues that were directly related to the project, as should the Disney EIR.

The major focus of the MDSP EIR was the Media District itself. The EIR did not fully take into account the environmental effects of the MDSP upon adjacent neighborhoods, and the impacts upon traffic and circulation, air quality, noise, light, glare, schools, land use, cultural resources, and utilities and services city-wide. Nor did it adequately (if at all) consider the cumulative effects of MDSP development against the environment of actual and proposed development within the entire city of Burbank and on a regional basis.

For example, Burbank has embarked upon a series of plans for intensive expansion of existing facilities (such as the airport), recycling of all or parts of the Lockheed land to high-density and traffic-generating uses such a commercial/retail facilities, continued high-density building in the City Center Redevelopment area, the stated goal of building an 18,000 to 22,000 seat sports/entertainment complex, expansion of redevelopment into other areas of the city, and RFPs for development of a major project on the North Triangle of the West Olive Redevelopment Area.

The city has also approved construction of a regional VONS

Pavilions shopping center (about to open) within a few blocks of the Disney project. The effects of this project were not analyzed within the context of the MDSP EIR. The city is also about to consider a plan for commercial/recreational land uses in the Rancho area that may change the character of that region. Further, the MDSP EIR did not, for the most part, address the cumulative impacts of all planned and proposed projects within the areas of the city that would be most heavily affected by the additional traffic, pollution, and strains upon cultural resources and infrastructure. Nor did it address projects that could reasonably be anticipated for their impacts, even though the city was aware that such projects were in the planning process. One example is the North Triangle. When we raised the issue during MDSP hearings, we were advised in writing that no such project was contemplated for the near future. Another plan is to make Burbank the regional hub for commuter rail and bus systems. This issue has to be fully and adequately addressed in the Disney EIR.

It is now obvious that the environmental effects identified in the MDSP EIR are substantially more significant than originally thought, and that the mitigation measures fall far short of those that would be meaningful in terms of contemporary and future needs.

We believe that the traffic and air and noise pollution impacts in the Media District, in neighborhoods adjacent to the Media District, and city-wide that were examined in the MDSP EIR are and will be substantially more severe than shown in that EIR. We believe that the impact of the consolidation of employees at the Disney site upon city schools, fire and police services, upon the infrastructure, and upon air pollution are and will be far more severe than anticipated by the MDSP EIR.

We believe that traffic mitigation measures found in the MDSP EIR not to be feasible would, in fact, be feasible and, if implemented, would reduce the significant and substantial impacts of the project upon adjacent residential neighborhoods and streets. I refer specifically to what we consider the biased traffic analyses done for cul-de-sacs, streets closures, and other traffic diversion methods. Again, we believe these methods are not only feasible but are essential to mitigate projected Disney and Media District traffic.

As previously noted, we believe that new impacts have been identified since the Media District EIR was certified, projects that were not adequately analyzed in the MDSP EIR and which would necessitate the requirement of a Subsequent EIR.

With reference to the Disney site, the Media District EIR did not fully or adequately take into account the almost-continuous eight-year construction period required by the project. This would result in significant impacts to adjacent neighborhoods and the traffic circulation of the entire city. Add to this the

anticipated construction at NBC, and the potential approval of the north triangle project, and it becomes clear that the impacts have not been adequately addressed. All of us who lived through the two-year construction period for the Team Disney Building at the corner of Alameda and Buena Vista can attest to the significant, albeit short-term, impacts caused by the construction.

Even some of those impacts that were identified in the Media District or NBC EIRs have not been adequately mitigated: For example, the issue of the Barham Corridor and Bridge remains unresolved. Further, in its presentations to the community, Disney speaks of light-rail as a mitigation measure for traffic its plan will generate. Yet nothing in the tentative EIR scope appears to address that issue. Now it appears that the much-vaunted Glendale/Burbank light rail line that has been suggested as a major traffic and circulation mitigation has little funding prospect and is of low priority to the Los Angeles County Transportation Commission.

The MDSP EIR certified by the Burbank Planning Board and City Council said that no unavoidable adverse impacts upon police services were anticipated. Even without the level of development anticipated in the Media District, the police department is currently below authorized strength because of budget limitations. The concentration of thousands of Disney employees, guests, and non-Disney personnel at the Disney site will only exacerbate our already strained police and fire services, and the issue must be adequately addressed in the new EIR.

For the most part, the Media District EIR addressed traffic and other environmental impacts within the Media District, and was inadequate in addressing these impacts on other areas even though the traffic generated by the Media District - in concert with the traffic generated by projects outside the Media District - will have a profound and significant impact upon the whole region.

Neighborhood protection mitigations and measures in the MDSP EIR were wholly inadequate or absent altogether. This was the result, we believe, of the city's recognition that neither the primary arterial streets nor the freeways could adequately handle the level of anticipated development. As a consequence, secondary arterials and neighborhood streets would have to bear the additional traffic if the MDSP was to succeed at the level of development desired and subsequently authorized. With that mind-set, traffic diversion methods had to be minimized or discounted by the traffic studies. The result was neighborhood protection measures that were at best cosmetic. In some instances, the so-called "neighborhood protection" measures actually served to increase the adverse impacts upon adjacent neighborhoods instead of abating them.

When traffic mitigation and neighborhood protection measures were suggested by residents, the response of traffic consultants was to

declare them "not feasible," even though the objective body of evidence says otherwise. The whole subject of neighborhood protection became a "political" issue rather than an attempt to truly mitigate identified traffic and circulation impacts. Traffic diversion and neighborhood protection methods that were "politically correct" in one area of the city became controversial in other neighborhoods where the same adverse impacts could be expected. We have recently learned that the city's proposal for alleviating neighborhood traffic by speed humps, diverters, stop signs, one-way alleys, peak-hour restrictions, and cul-de-sacs includes proposals that residents be required to pay for mitigation measures that are needed because of traffic from projects like Disney's. It seems to us that penalizing the victim is adding insult to injury. In fact, everything in the proposal seems designed to insure that the neighborhood traffic measures will not be implemented.

The lack of real commitment to neighborhood protection is true of the Disney project. There is no evidence in the master plan itself, in the suggested scope of the proposed focussed EIR, or in the document received from the EIR consultant that neighborhood impacts and protection measures are treated seriously. These impacts must be analyzed on the basis of new research, not warmed-over studies that were flawed to begin with, and that are now obsolete.

The skepticism held by residents of neighborhoods adjacent to the Media District as to genuine neighborhood protection measures can be better understood when you consider that more time was devoted to the design of street furniture in the MDSP than to identifying and attempting to resolve legitimate concerns over traffic, pollution, and other environmental issues.

There is empirical evidence that traffic in the Rancho and adjacent neighborhoods has increased dramatically. Can anyone doubt how much more dramatically it will increase once Disney and NBC construction starts. Traffic patterns over the course of the long construction period must be analyzed and real mitigation measures adopted.

We would also ask the EIR consultants for the Disney project to take note of the fact that no Community Facilities Element (CFE) has yet been adopted. This CFE would identify financial impacts of development upon city infrastructure and quantify fees required to be paid by projects. Further, the city was required to prepare and adopt an "Assessment District" plan designed to assess the owners of property in the Media District for their share of the additional burden which these properties place on the transportation system. To date, no such Assessment District has been formed, and no fees have been collected. It would seem to us that these financial mitigation measures must be in place (including fee schedules) before any construction begins.

In summary, we believe we have substantiated the need under CEQA Guidelines to require a Subsequent EIR for the Disney master plan and project. There is no question that the level of development, the site configuration, the density massing, and the relationship of the project to residential neighborhoods will have an irreversible and profound impact upon Burbank and the region for decades to come.

As you know, CEQA Guidelines and 14 Cal. Code Reg. §1516 can require the Lead Agency to order a Subsequent EIR if new information about the project comes to their attention after the EIR has been completed but before the project has been approved.

We believe it is in the best interests of the City of Burbank and of Disney to have the fullest possible environmental review, to adequately analyze all effects, and to fully and intelligently mitigate those adverse impacts identified. It would be a disservice to all interested parties if the Draft EIR was rejected or challenged as being inadequate.

We now have a unique opportunity to reverse planning mistakes of the past and to avoid future conflicts. Some have argued that current economic conditions demand that we set aside planning standards in the interest of job creation and higher property tax revenues for the city. We believe this argument, while it might seem superficially attractive, is unsound and would only compound the cumulative adverse impacts of previous decisions based upon economic and/or political expediency.

As always, we in the Rancho are prepared to work cooperatively with the city and project developers so that the needs of all parties can be protected.

We look forward to a favorable response.

Very truly yours,

Ted McConkey, President



MEMORANDUM

TO: Council

RE: Disney

DATE: February 3, 1992

TO: Alan Epstein, Disney Development Company
Bruce Berg, Disney Development Company
Dennis Trapp, LSA Associates
Rob Balen, LSA Associates
Deborah Baer, LSA Associates
William Waterhouse, Manatt, Phelps, and Philips
Mary Riley, Asst. City Attorney
Ron Morris, Traffic Engineer
William Jacobs, Asst. Planner

Bob T will keep
for regularly updated
how this is
on going. Bud

FROM: Steven A. Somers, Project Manager

SAS

SUBJECT: Disney Master Plan Team Meeting, January 30, 1992

Reimbursement Agreement/Professional Services Agreement

Bruce Berg delivered the executed Reimbursement Agreement to the City. It was noted that a phrase requested by Alan Epstein was inadvertently left out of the agreement. Mary Riley indicated that she would make the change and return a revised copy to Mr. Epstein. An executed copy of the Professional Services Agreement with LSA Associates was given to Rob Balen. Disney requested to receive a copy of the document also. Invoicing of Disney for the EIR costs and expediting costs was discussed.

Traffic Study Scope

Alan Epstein indicated that Disney was looking into pending federal and state policies regarding transportation and what affect they might have on the traffic study. He said that we need to understand what the law requires to work these requirements in the study as a team and then present the Traffic Study Scope to LADOT before proceeding. Thus, the Traffic Study and those components of the EIR, dependent on the Traffic Study, are on hold. Alan also suggested that we may want to consider

ATTACHMENT C

running the model at 1.15 AVR and 1.5 AVR to see what affect the difference may have on mitigation prior to meeting with LADOT. He indicated that he would talk with Ray Moe to determine the timeline and additional costs of such an effort.

Disney and the City have already begun working on the development agreement. Disney wants as much flexibility as possible for its long term needs, including changing of phasing. Mary Riley raised the issue of how the traffic study may need to be modified to support flexibility in the Development Agreement.

Rob Balen passed out noise and air quality modeling information, describing model runs for maximum flexibility for the Development Agreement and EIR. LSA assumes it is not realistic to build everything up front, and that the worst case scenario is for phasing to begin in 1996. Rob noted that cleaner running vehicles in Phase II will decrease the impacts from Phase I. Alan suggested the team agree that flexibility in the Development Agreement would be better than being locked into specific phasing plan alternatives. Bill Waterhouse suggested a fixed list of mitigation measures outlining what needed to be done whenever Disney got to that point in the project.

Rob Balen noted that no additional modeling was required for the year 2010 because the MDSP already did this. In response to Alan's question, Rob Balen indicated that LSA has run models with TDM because of MDSP requirements, and without TDM for comparative purposes. Noise was not a big concern, but is still considered in the EIR and Rob noted that Disney may be contributing to freeway noise, but would not speculate on the impacts.

Bruce Berg asked about the impact on the traffic study of a potential change in phasing of the project where Phase I would become Phase II and Phase II would become Phase I, such that the improvements south of Riverside would be developed first. Rob Balen indicated that the traffic impacts are analyzed for each intersection at the time the phase is scheduled to occur, and that switching the phases would alter the impacts, particularly during the first phase of development.

Bruce asked if traffic mitigation is tied to square footage as noted in the MDSP. Alan noted that the City requires improvements as portions of the project are built.

Mary Riley asked Rob Balen if mitigation measures would be flexible enough to accommodate changes in phasing. Rob says this will affect air quality models. Bill Waterhouse suggested that since only a few intersections would be impacted, a mini analysis could be done for them in the EIR. Bruce said this was not necessary. Ron Morris concurred. Mary and Bruce said it could at least be addressed briefly in the EIR.

Page 3

Alan Epstein wants flexible phasing noted in the EIR, and that Rob should conclude in the EIR that the phasing proposed is a worst case scenario, and that the project should not be locked into the proposed project phasing.

Caltrans Response to NOP

Ron Morris questioned how the City should respond to Caltrans concerns if they expect the City to monitor the freeways. In response to Steve's question as to how this should be addressed in the EIR, it was agreed that Caltrans would be sent the draft EIR, indicating the monitoring plan we propose, and let them be more specific with their response. Alan indicated Ray Moe will have the draft transportation chapter ready by next week for the teams review. Alan suggested stating a monitoring program and comparing it with the CMP and go with whichever is more restrictive.

Circulation Plan

Ron Morris asked that the security control booths be moved back for increased queuing space. Bruce Berg explained gate and security loop arrangement. Ron also suggested moving the traffic island on Buena Vista for better pedestrian protection.

Chapters 2 and 3

The City agreed to be the clearinghouse for all comments regarding the project. Written comments from Disney on chapters 1 and 2 are due to Steve by Monday to send to LSA Tuesday.

Alan wants the project description to include an explanation of the rationale for the Disney expansion. Rob suggested Disney write this. Alan indicated he would take information from the community presentation for this. Steve said it should not look too much like a PR piece. Mary Riley indicated that this would help confirm consistency with the MDSP goals which encourage the growth of such businesses.

Mary said that Disney doesn't need a CUP for day care at this time, but the City's Municipal Code is likely to change. This anticipated change will be addressed in the EIR.

AQMP Methodology

Deborah Baer discussed methodology noted in her memo, and indicated that SCAG conducts conformity analysis and that this project is certain to be considered one of regional significance. Bill Waterhouse asked about the extent of the commuted to determine the jobs/housing balance mitigation. Mary asked about low income housing relative to the number of low income employees. Alan said the number of

August 13, 1992

Mr. Robert Tague, Director
Community Development Department
City of Burbank
Burbank, California

Dear Mr. Tague:

Your department recently approved Development Review No. 92-12 for the Walt Disney Company. Your conditions of approval limited the hours of demolition, grading, and construction from 7 a.m. to 10 p.m., Monday through Saturday, excluding holidays.

I assume this specific condition was based upon Burbank Municipal Code Chapter 21, which prohibits "unnecessary, excessive, and annoying sounds which at certain levels and frequencies are detrimental to the health and welfare of the city's inhabitants."

The approved construction hours violate the more restrictive Conditions of Approval specified in the Media District Specific Plan.

I call your attention to Conditions of Approval (Mitigation Measures) of the Media District Specific Plan, General Plan Amendment 90-6, Zone Text Amendment 90-9, and Zone Map Amendment 90-5. Condition No. 7 states in part:

Prior to the issuance of a grading permit, the applicant shall submit a noise control plan to the satisfaction of the Director of Community Development. Noise attenuating construction requirements shall be enforced by the Building Official. The noise control plan shall include but is not limited to the following:

Excavation, grading, and other construction activities related to the proposed project shall be restricted to **daytime hours only** (emphasis mine), in compliance with City of Burbank ordinance requirements, and subject to approval of the Building Official and/or other responsible agencies.

ATTACHMENT D

Ltr to R. Tague
Page Two

As you know, noise evaluation and sound measurement encompasses three separate and distinct daily periods:

Daytime Hours - 7 a.m. to 7. pm.
Evening Hours - 7 p.m. to 10 p.m.
Nighttime Hours - 10 p.m. to 7 a.m.

In fact, noise-producing activities outside the daytime hours are usually heavily weighted in noise measurements because of the deleterious impact of sound in the evening and nighttime hours that can result in a host of physical and psychological problems for residents, hospital patients, students, and others.

I believe that the language and meaning of the MDSP Conditions of Approval are clear, and that excavation, grading, and other construction activities must be prohibited before 7 a.m. and after 7 p.m. This is especially important since the project is adjacent to several noise-sensitive uses such as R-1-H residential areas, Providencia High, and St. Joseph Medical Center.

Further, Disney is not even in compliance with the more generous standards. Construction-related activities have taken place on the Disney site as early as 6 a.m., and on Sundays - clearly prohibited by 7 a.m. construction start restriction and the ban against Sunday work in both the MDSP and Development Review Conditions of Approval.

I ask that you immediately amend the Conditions of Approval granted under Development Review 92-12 so as to comply with the MDSP restrictions, and that Disney, its contractors and subcontractors, be ordered to observe the legal hours for construction activity. I also ask that all current and future projects within the Media District Specific Plan be required to conform to the plan's 7 a.m. to 7 p.m. restrictions.

I look forward to your early action in order to avoid further noise annoyance and potential health and welfare problems by residents.

Sincerely,

Ted McConkey, President

cc: Bruce Feng
H. Manash
Board of Directors
Toluca Lake Homeowners
Magnolia Park Homeowners

AUG 24 1992 07:56

city of burbank - community development department



Star Bud P.1

MEMORANDUM

*Rancho Assoc -
11 Assoc
Get Bob Garrison
Beth Anderson
KAT
Tina*

DATE: June 11, 1992

TO: ✓ Robert R. Ovrom, City Manager
Robert M. Tague, Director of Community Development
Ora Lampman, Public Works Director

FROM: Rick Pruetz, Asst. Com. Dev. Dir./City Planner

RP

SUBJECT: COST ESTIMATES FOR RANCHO NEIGHBORHOOD PROTECTION PROGRAM

Attached are preliminary estimates from Sam Ross of Crain and Associates for the Rancho Neighborhood Protection Program.

TO: Council

RP:m\memo\rancho

More than the \$100-150,000
Epstein was told it would
cost when he offered to pay
for it (and get credit against CFE,
but less than the \$1-2 mil which
CD staff estimated. We'll be talking
with Disney and amongst ourselves
at the time of the next meeting.

RP

Preliminary Cost Estimate
for Implementation of Rancho Conceptual Traffic Reduction Program

Below is a listing of traffic control/reduction elements, as described in the conceptual traffic reduction plan, for the Rancho Community, as contained in the May 1992 draft report. A conservative cost estimate for each element is included. That value includes normal contingencies, design, construction and materials costs.

<u>Element</u>	<u>Cost Estimate</u>
- Traffic Signal Changes/Timing:	
- Remove Signal	\$ 8,000
- Install Phasing	30,000
- Retime Signals	2,500
- Equestrian Crossing Equipment	21,000
- Signal Modifications	75,000A
- Install Cul-de-sac (Keystone)	28,000
- Install/Construct Chavez Realignment	22,000
- Install Lane Reduction at Intersections: (5 Locations) @\$40,000	200,000B
- Roadway Narrowings	
- Option A (New Sidewalk)	150,000C
- Option B (Striping Only)	4,000
- Restripe Roadway and Signing	<u>16,000</u>
	\$406,500 to \$552,500

The above estimates do not include the proposed identification or beautification/landscaping components of the plan.

Note: A. Traffic signal modifications (\$75,000) to move signals closer to travel lanes have been included. This treatment may not be necessary, depending on final design considerations.

B. Lane reduction, includes construction of new curbs - this cost element could be integrated with beautification/landscaping.

C. New raised sidewalk, estimated at \$25/linear feet. Could be implemented with striping option only, at reduced cost.

NEIGHBORHOOD PRESERVATION PLAN

Burbank Rancho Homeowners - April 26, 1990

A) Residential Buffers.

- 1) 250 foot landscaped setback on the Disney lot along Keystone Street; 250 foot landscaped setback on Burbank Studios lot along California Street.
- 3) 50 foot landscaped setback on Pickwick site (if development occurs) along Sheldon Street.

B) Building Heights.

- 1) Buildings along Riverside Drive between Beuna Vista Street and Keystone Street limited to two stories in height. Average 45 foot building setbacks required.
- 2) Media District buildings limited to 5 stories in height.

C) Developer Fees / Sound Wall Along Ventura Freeway.

Assess fees on Media District developers to pay for neighborhood protection plans. Some fees can be used to construct a sound wall along the Ventura Freeway so as to lessen increased noise generated by Media District traffic.

D) Traffic Mitigation Plans.

- 1) If development occurs on Pickwick drive-in site, no auto or truck access for the development shall be permitted on Sheldon Street.
- 2) Reduce the speed limit on Riverside Drive to 25 miles per hour at all points on the street.
- 3) More traffic lights along Alameda Avenue so to make it safer for residents leaving the Rancho.
- 4) Implement proposed cul-de-sac plan. (See exhibit 1 and maps attached.) The plan includes the following:
 - a) Two cul-de-sacs along Riverside Drive, one to the West of Keystone St. and one to the East of Mariposa St.
 - b) Cul-de-sac on Chavez near Alameda, cul-de-sacs on Spazier, Elm, Linden and Lutge near Victory.
- 5) Separate commercial traffic (generated by the stables and Photosonics) from local residential traffic on Mariposa Street South of Riverside Drive by use of a "double street". See exhibit 1 attached.

ATTACHMENT F

TRAFFIC MITIGATION PLAN FOR THE RANCHO
Burbank Rancho Homeowners

PLAN OBJECTIVES

The objective of this plan is to (1) divert media center traffic away from our community, (2) to eliminate cut-through commuter traffic between Alameda Avenue and Riverside Drive, (3) to prevent truck and commuter traffic from cutting through the Rancho area East of Main Street, and (4) to make our local streets safer for pedestrians, our children, and equestrian activities.

HOW THE PLAN WORKS

The plan involves the placement of two cul-de-sacs along Riverside Drive, one just to the West of Keystone Street and the other just to the East of Mariposa Street. (No access would be allowed to the Disney Lot at the intersection of Riverside Drive and Keystone, or along Keystone itself). See Map #1 attached.

By preventing commuter traffic from passing through the Rancho from both the East and West along Riverside Drive, cut-through traffic between Riverside Drive and Alameda Avenue on our local streets will be eliminated.

It is also proposed that a separate access road be constructed parallel to Mariposa Street South of Riverside Drive so as to separate non-local traffic (from Photosonics and the stables) from the local residential traffic on the street. Access to this road would only be permitted from the East via Riverside Drive off the cul-de-sac. See Map #1 attached.

Additionally, it is proposed that a cul-de-sac be placed on Chavez Street just South of Alameda Avenue. The purpose of this cul-de-sac would be to eliminate cut-through traffic between Riverside Drive and Alameda Avenue. See Map #2 attached.

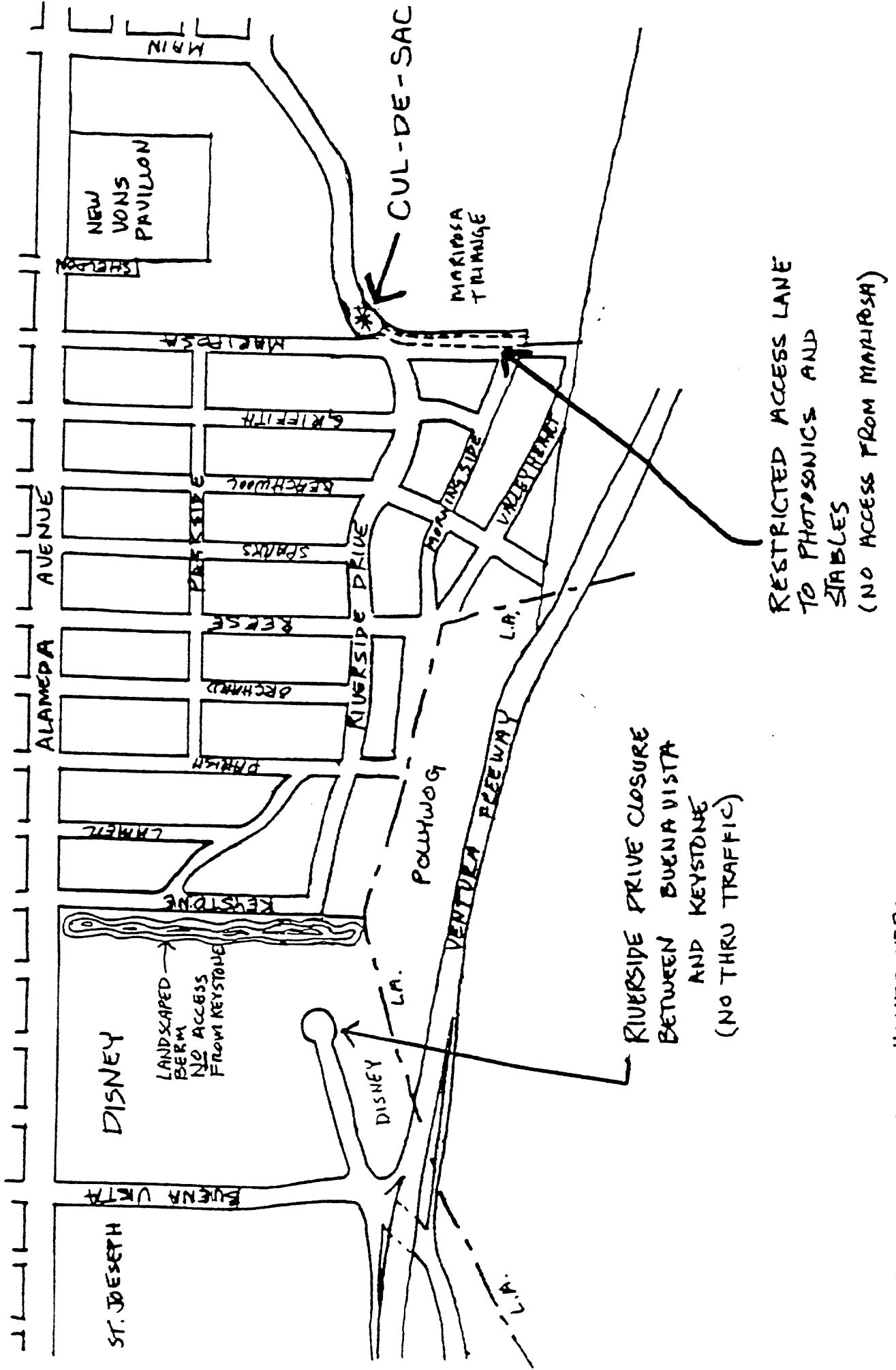
We also propose that cul-de-sacs be placed on Spazier and Elm Streets just to the West of Victory Boulevard so as to protect these streets from cut-through truck and commuter traffic between Victory Boulevard and Alameda Avenue via Main and Chavez Streets. We also believe that cul-de-sacs on Ludge and Linden Streets just to the West of Victory Boulevard are also needed. See Map #2 attached.

Special Plan for Rancho West Area.

We propose that a cul-de-sac be placed between Warner Boulevard and California Street on Riverside Drive. The purpose of this cul-de-sac will be to divert traffic originating from the office buildings along Riverside Drive between Olive Avenue and California Street to the West away from this neighborhood. Additionally, any traffic generated from the California Street Bridge will be diverted to the West along Riverside Drive. See Map #3 attached.

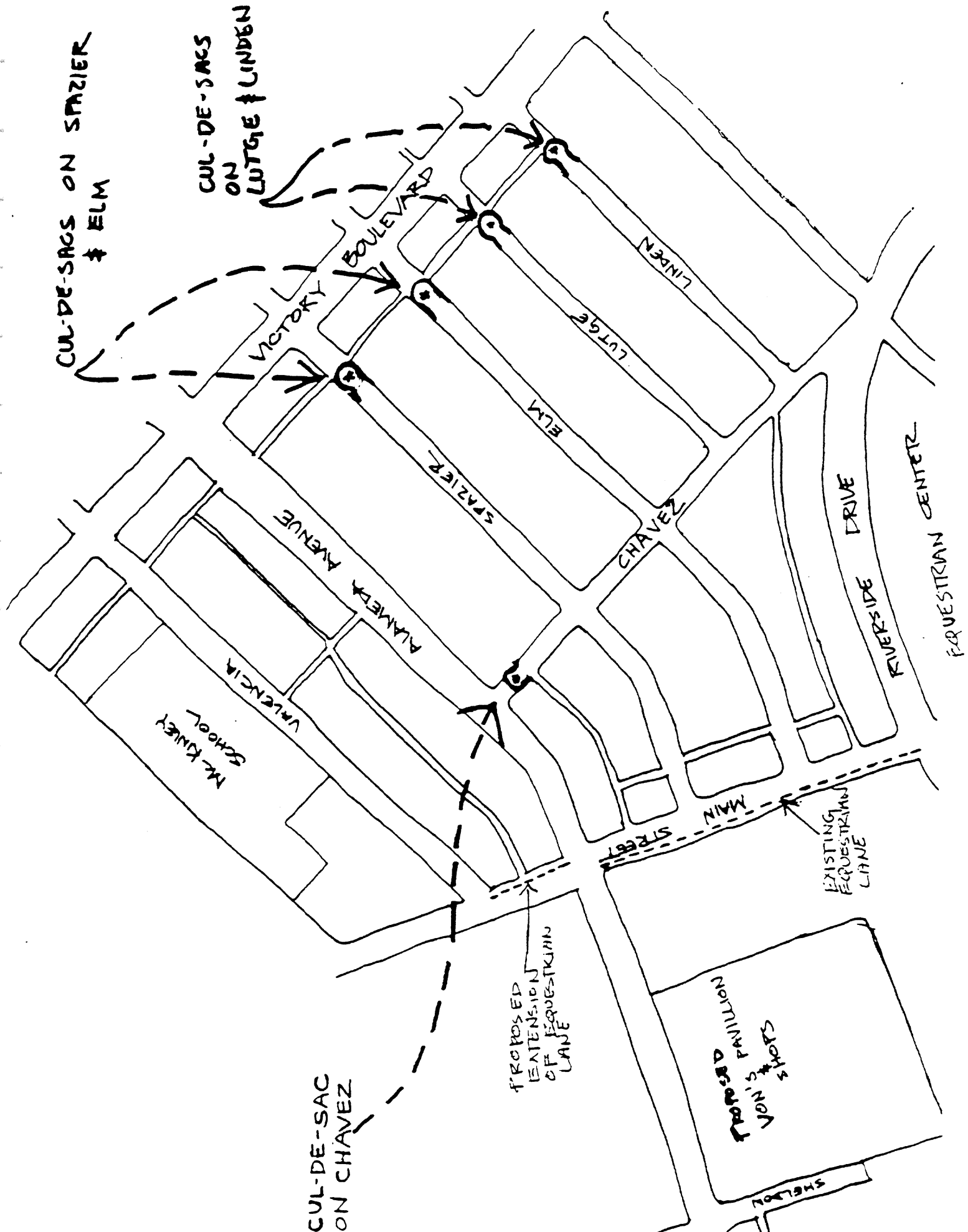
EXHIBIT . INATIC MITIGATION PLAN

MAP #1



BURBANK RANCHO HOMEOWNERS
NEIGHBORHOOD PRESERVATION COMMITTEE

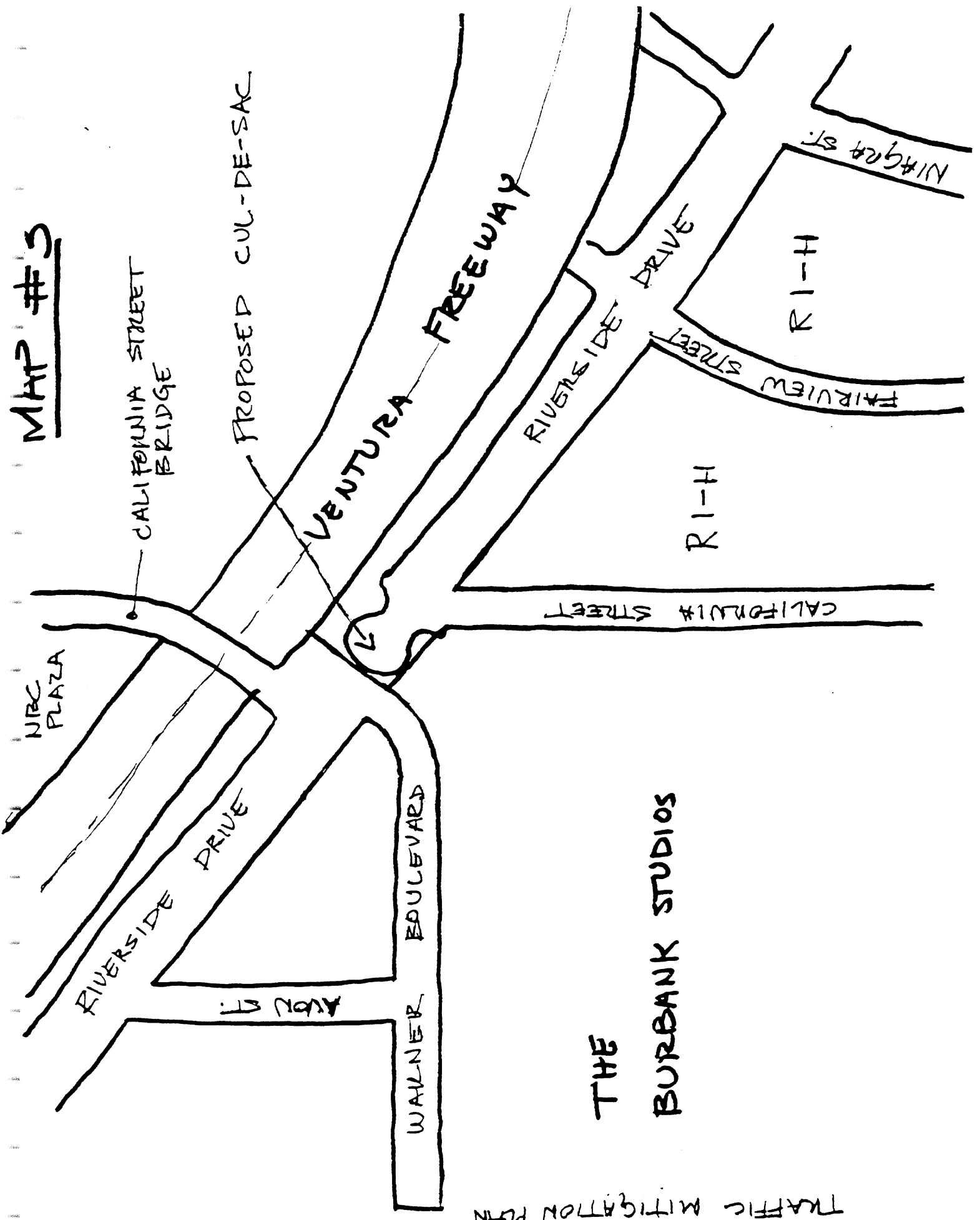
MAP OF PROPOSED TRAFFIC MITIGATION PLAN



RANCHO WEST AREA
TRAFFIC MITIGATION PLAN

MAP # 3

THE
BURBANK STUDIOS



MAP # 5

BURBANK RANCHO HOMEOWNERS QUESTIONNAIRE

All the homes in the rancho were surveyed. We had an average reponse rate over 26%.

Each area of the Rancho was generally surveyed as to their feelings and opinions about development in the Media District. Specific neighborhood protection measures were presented for each area, in addition to overall protection measures for all areas.

Although Media District traffic will affect all areas of the Rancho, special solutions addressing each area were proposed.

A) BASIC MEDIA DISTRICT SURVEY - ALL RANCHO AREAS

With the planned development in the Media District of an additional 10 million square feet, do you think life in the Rancho Area will be

Worse Off	80%
Better Off	3%
The Same	6%
Don't Know	9%
No Answer	1%

Do you believe that commercial buildings in the Media District should be limited to

5 Stories or Less	70%
10 Stories	21%
More than 20 Stories	4%
Any Height the Developers Want	4%
No Answer	1%

Do you believe that residential neighborhoods adjacent to movie production studios should be buffered by a _____ setback from the property line?

150 Foot Setback	26%
250 Foot Setback	61%
No Setback	6%
No Answer	4%

Do you feel Media District Traffic generated traffic along Riverside Drive should be

Increased	3%
Decreased	59%
Stay the Same As Now	35%
No Answer	3%

ATTACHMENT G

Page 2

Should Media District Traffic be allowed to cut through residential neighborhoods?

Yes	4%
No	92%
Don't Care	2%
No Answer	2%

Should any developer be allowed to build in the Media District , even if the development is not media related?

Yes	27%
No	63%
No Answer	10%

The proposed NBC PLaza totals 830,000 square feet in two Hi-Rise towers. NBC will occupy 100,000 square feet and lease the rest. Should studios be allowed to build large office buildings which are not for their own use so as to increase the value of their property?

Yes	17%
No	76%
No Answer	6%

Do you believe the Media District development is in the best interests of residents of Burbank?

Yes	25%
No	70%
No Answer	5%

Do you support all, some, or none of the neighborhood Preservation Plan designed by the Rancho Homeowners?

- a) Building setbacks of at least 250 feet for studio development on Disney Studio lot which is adjacent to R-1 neighborhood along Keystone Street (in Rancho West area, California Street adjoining Burbank Studios)?

Yes	87%
No	9%
No Answer	4%

- b) Limiting commercial building height on the Disney lot to 2 stories along Riverside Drive?

Yes	83%
No	16%
No Answer	2%

- c) The imposition of a developer fee to finance neighborhood preservation plans to mitigate impacts caused by traffic?

Yes	94%
No	4%
No Answer	11%

- d) Sound walls to protect residential neighborhoods impacted by increased traffic generated by the Media District?

Yes	94%
No	4%
No Answer	2%

B) TRAFFIC MITIGATION PLANS

The questionnaire surveyed each area of the Rancho in regard to specific traffic mitigation plans for their areas.

1) CENTRAL RANCHO AREA (Keystone Street to Main Street)

Traffic Plan: Cul-de-sacs on Riverside Drive, one to the West of Keystone and the other to the East of Mariposa.

- a) Do you think the above plan would make the Rancho a more unified and distinctive neighborhood?

Yes	80%
No	11%
No Response	9%

- b) Do you think the above plan will make it safer and more conducive to equestrian activities?

Yes	83%
No	9%
No Answer	8%

- c) Under the above plan, access to the Rancho for residents would be from Alameda Street and no longer off Riverside Drive. Do you think this restricted access is desirable and justified in terms of the overall benefits of the above plan?

Yes	68%
No	24%
No Answer	8%

- d) Do you think the proposed cul-de-sac just East of Mariposa Street is justified to prevent cut-through traffic between Alameda and Riverside Drive?

Yes	71%
No	21%
No Answer	8%

- e) In conclusion, do you generally support the Media District Plan (traffic) proposed by the Burbank Rancho Homeowners?

Yes	89%
No	9%
No Answer	2%

2) RANCHO EAST AREA

Main Street to Victory Boulevard, Riverside Drive to Valencia Street.

Traffic Mitigation Plan: Cul-de-sac on Chavez Street just South of Alameda Avenue; cul-de-sacs on Spazier and Elm Streets just to the West of Victory Boulevard.

- a) Do you think the above plan will make your area of the Rancho a more unified and distinctive area?

Yes	67%
No	33%
No Answer	0%

- b) Do you think the above plan will make it safer and more conducive to equestrian activities?

Yes	72%
No	26%
No Answer	2%

- c) Under the above plan, access to your area would no longer be possible from Alameda Avenue via Chavez Street. Do you think the loss of this access point is desirable and justified in view of the overall benefits of the above plan?

Yes	59%
No	30%
No Answer	11%

- d) Do you think that cul-de-sacs on Spazier and Elm Streets just to the West of Victory Boulevard are justified in order to protect residents on these streets from cut-through truck and commuter traffic?

Yes	59%
No	30%
No Answer	11%

- e) Should residents on other streets in your area, in addition to Valencia Place, be given preferential street parking privileges if the need can be shown?

Yes	83%
No	11%
No Answer	7%

- f) Do you support the traffic mitigation plan designed to protect the Rancho area West of Main Street?
(That is, the two cul-de-sac plan along Riverside Drive.)

Yes	67%
No	28%
No Answer	9%

- e) In conclusion, do you generally support the traffic mitigation plan above as well as the neighborhood protection measures purposed by the Burbank Rancho Homeowners for your area?

Yes	70%
No	22%
No Answer	9%

- 3) RANCHO WEST AREA
California Street to Bob Hope Drive, South of Riverside Drive.

Traffic Plan: Developing traffic plans to divert traffic away from Riverside Drive.

- a) Do you believe Riverside Drive, a secondary arterial servicing neighborhood streets, should be upgraded to a major arterial to service the Media District?

Yes	8%
No	88%
No Answer	4%

- b) Do you think that the City should have as a goal in the Media District Specific Plan to maintain Riverside Drive East of Warner Place as a landscaped Boulevard serving the adjacent residential areas, rather than as an access route into the Media District?

Yes	96%
No	4%
No Answer	0%

- c) Do you think the City should divert Media Center traffic away from Riverside Drive in your area?

Yes	96%
No	0%
No Answer	4%

July 23, 1992

AN OPEN LETTER TO THE BURBANK LEADER, THE PLANNING BOARD, THE CITY COUNCIL AND THE CITIZENS OF BURBANK

FOR MORE THAN 50 YEARS, THE DISNEY COMPANY HAS BEEN A GOOD NEIGHBOR IN THE CITY OF BURBANK, SUPPORTING OUR SCHOOLS, HOSPITALS, CHARITABLE AND CIVIC ORGANIZATIONS.

IN THESE ECONOMIC HARD TIMES, WITH THE LOSS OF OTHER BUSINESSES WHICH PROVIDED EMPLOYMENT AND TAX REVENUES, WE ARE LUCKY TO HAVE THE WALT DISNEY STUDIOS IN OUR COMMUNITY.

THE STUDIO IS A CLEAN, NON-POLLUTING VITAL INDUSTRY WHICH IS PLANNING WELL FOR ITS FUTURE AND THE FUTURE OF BURBANK. DISNEY HAS DEVELOPED A TRANSPORTATION PLAN TO MINIMIZE THE IMPACT OF ITS GROWTH ON TRAFFIC.

IT IS INCREASINGLY RARE TO FIND A LARGE COMPANY THAT TAKES AN INTEREST IN THE WELL BEING OF THE COMMUNITY IN WHICH IT IS LOCATED. DISNEY IS SUCH A COMPANY.


WHILE OTHER U. S. CITIES WHICH HAVE LOST MAJOR INDUSTRIES SCRAMBLE TO ATTRACT EVEN UNDESIRABLE BUSINESSES TO REVITALIZE THEIR DEPRESSED ECONOMIES, BURBANK IS FORTUNATE TO HAVE DISNEY, THE WORLD'S FOREMOST FAMILY ENTERTAINMENT COMPANY WHICH PROVIDES THIS CITY WITH PRESTIGE AND REASON FOR PRIDE.

IT IS VITALLY IMPORTANT THAT WE SUPPORT SUCH AN ENTERPRISE. IF WE ARE UNWILLING TO DO SO, MANY OTHER CITIES IN THE U. S. WOULD BE HAPPY TO WELCOME DISNEY AND WOULD MAKE MAJOR CONCESSIONS TO MAKE THEIR CITY DISNEY'S NEW HOME.

THE DISNEY COMPANY HAS MADE A COMMITMENT TO BURBANK. NOW ITS TIME FOR BURBANK TO MAKE A COMMITMENT TO DISNEY.

I URGE EVERYONE WHO CALLS BURBANK HOME TO SUPPORT THE DISNEY STUDIO MASTER PLAN.

I DO NOT WORK FOR THE STUDIO BUT I AM HAPPY TO CALL BURBANK HOME AND BELIEVE THAT DISNEY IS A PART OF BURBANK AND ONE OF WHICH WE CAN ALL BE PROUD.


JOAN KLENGLER
1434 N MAPLE STREET
BURBANK, CA 91505

FILED JUL 28 1992

July 24, 1992

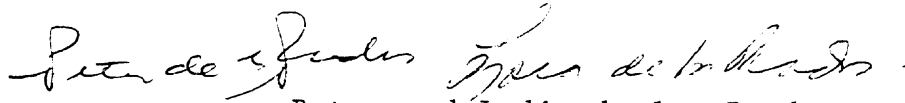
Planning Board of the city of Burbank
Mr. Jef Vander Borcht, Chairperson
275 East Olive Avenue
Burbank, Ca. 91510

Gentlemen:

We want to express our support for the
Walt Disney Studios Preliminary Master Plan because
it has taken in consideration the protection of the
neighborhood quality of life.

10-1

Very truly yours,



Peter and Lydia de los Prados
645 No. Pass Ave



Aracely de los Prados
604 No. Pass Ave.

July 24, 1992

Mr. Ed Hill
Member, Planning Board
City of Burbank
Burbank City Hall
275 E. Olive Ave.
Burbank, Ca 91510

Dear Mr. Hill,

After having learned in some detail about the proposed plans by the Walt Disney Co. to develop its studio lot in Burbank, I urge you to join me in support of this plan. The social and environmental responsibility of this organization is noteworthy. We need employers of this caliber within our city. We need the size and strength of this successful organization to contribute to our community as it has since Walt Disney selected this site as its original location. The citizens of Burbank now have an opportunity to return our appreciation for all that this organization has done for our city by offering its heartfelt support.

11-1

Thank you for including my opinion when you are called upon to represent the interests of the people who live and work in Burbank.

Sincerely,



Michele Craght

RECEIVED JUL 30 1992

July 26, 1992

Suggestions to be incorporated into the Disney and Warner property development.

- 1- Both companies develop programs to encourage their employees to live within walking distance of their place of employment
- 2- Develop company commuter bus service along prescribed routes.
- 3- Encourage employees use of R.T.D. by buying them monthly R.T.D. bus passes.

12-1

H. H. Madden Jr.

H. H. MADDEN JR.
4205 FRANKLIN AVE.
BURBANK, CALIFORNIA
91505

RECEIVED JUL 31 1992
RECEIVED JUL 31 1992

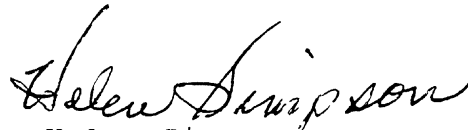
July 30, 1992

Jef Vander Borcht- Chair
Burbank City Hall
275 East Olive Avenue
Burbank, California

I support the Disney Master Plan. We need more great
Companieslike Disney Studios

They have supported us for a great many years. Please let us
support this,their project "Master Plan".

13-1



Helen Simpson
83 1 Doan Drive
Burbank, CA 91506

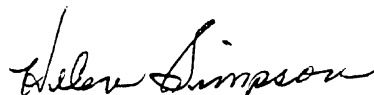
July 30, 1992

Robert Bowne- Mayor
Burbank City Hall
275 East Olive Avenue
Burbank, CA 91510

Dear Mayor

I hope that you will not be influenced by outside interests. We really need companies such as Disney Studios. They have always been supportive of this Community. Let us all support them with their Master Plan.

13-2



Helen Simpson
831 Doan Drive
Burbank, CA 91506

RECEIVED JUL 31 1992

July 29, 1992

To the Planning Board;

We live quite close to the Disney Studios and we wish to let you know, we are definitely in favor of Disney's Master Plan and we believe everyone in Burbank should be.

Disney does a lot of good things for Burbank and we should support them in this plan.

We certainly can use the new tax revenues; and the creation of new jobs and positions will also help Burbank.

If everyone would study the plans Disney has, to take care of the traffic, I'm certain they would be pleasantly surprised.

Remember Burbank needs Disney!

Sincerely, Joy and Joe Luttge

(Residents in Burbank over 75 yrs.)

RECEIVED JUL 1 1942

7/25/42

Planning Board

Dear Sirs -

As a neighbor of
Walt Disney Studios since
1940 I am Totally in
support of their Master Plan

Disney Studios has been
an asset to our City and
schools over the years and
I feel an enterprising,
forward thinking company
such as this should be
encouraged not discouraged

Sincerely

Marjorie Landt

113 S. Brighton St

91506

15-1

RECEIVED JUL 24 1992 818 Irving Dr
Burbank, Ca.

915-04

Planning Commission / July 25, 1992
Development
Agencies -

Sir or Madam:

It would be a great
asset to have Disney expand -
Would be a 'good neighbor'
and an asset to our tax
base and more jobs for
Burbank.

We are 35 year residents
and homeowners.

Sincerely,
Ken & Phyllis Sparling
also our daughter, Janet Sparling
Edward
and Brian K. Sparling



RECEIVED AUG 03 1992

PAUL CHITLIK

411 S. Orchard Drive, Burbank CA 91506 (818) 845-6020

City of Burbank
Planning Division
Attn.: Timothy Foy
Asst. Planner
P.O. Box 6459
Burbank CA 91510-6459

July 29, 1992

Dear Mr. Foy,

I have reviewed the Walt Disney Studios Master Plan as submitted by the Disney Development Company. While the plan is well thought out in most areas, it neglects a very important method of reducing Person Work Trips by automobile, namely the encouragement of bicycling as a means of commuter transportation.

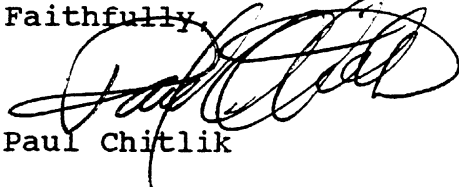
While the studio has a long history of employing bicycles for transportation within its campus, it has done little, and, according to the plan, will do little to encourage the use of bicycles as alternative means of transportation. The simple provision of bike racks, all or most of which already exist, is not enough encouragement for the normal employee to use a bicycle to ride to work. Bicycle education programs (which could be incorporated into transportation fairs), financial incentives, secure lockers for bicycles and belongings, and showers are also needed.

17-1

When I brought this matter up during Disney's outreach meetings, I was told it was going to be dealt with in the traffic plan, but it has not. This is a missed opportunity to mitigate traffic, improve air quality, and reduce parking needs.

As good as the Disney plan is - and I believe it shows the company to be a good corporate neighbor - it isn't complete, and won't be, without a more comprehensive bicycling plan.

Faithfully,



Paul Chitlik

PC/bsr/corres92/disney.j29

RECEIVED AUG 06 1992

HRATCH MANASH
430 S. KEYSTONE ST.
BURBANK CA. 91504
AUG. 5, 1992

TO: CITY OF BURBANK
PLANNING DIVISION
ATTN: MR. TIMOTHY FOY.

DEAR SIR,

I, WILL BE VERY SUPPORTIVE AND SATISFIED IF THE PROPOSED TRAFFIC PATTERN INVOLVING KEYSTONE STREET WILL BE IMPLEMENTED AS IT IS DESCRIBED IN THE DRAFT OF E.I.R. REGARDING "DISNEY STUDIOS MASTER PLAN"

PROVIDING A CUL-DE-SAC. AT THE SOUTH END OF KEYSTONE ST. WILL BE A MAJOR IMPROVEMENT IN THE NEIGHBORHOOD PROTECTION PROGRAM. THE ATTACHED PICTURES REFLECT THE HEAVY VEHICULAR TRAFFIC ON KEYSTONE TODAY..... A VIDEOTAPE WILL BE MORE APPROPRIATE TO SHOW THE INCREASED NUMBERS OF DELIVERY TRUCKS, SMALL TRUCKS AND PASSENGER CARS... I BELIEVE THE CUL-DE-SAC WILL BE IN PLACE BEFORE CONSTRUCTION STARTS ON DISNEY LOT IN ORDER TO PROTECT THE NEIGHBORHOOD FROM THE MOST UNPLEASANT MOTION OF CONSTRUCTION TRUCKS AND EQUIPMENT.....

18-1

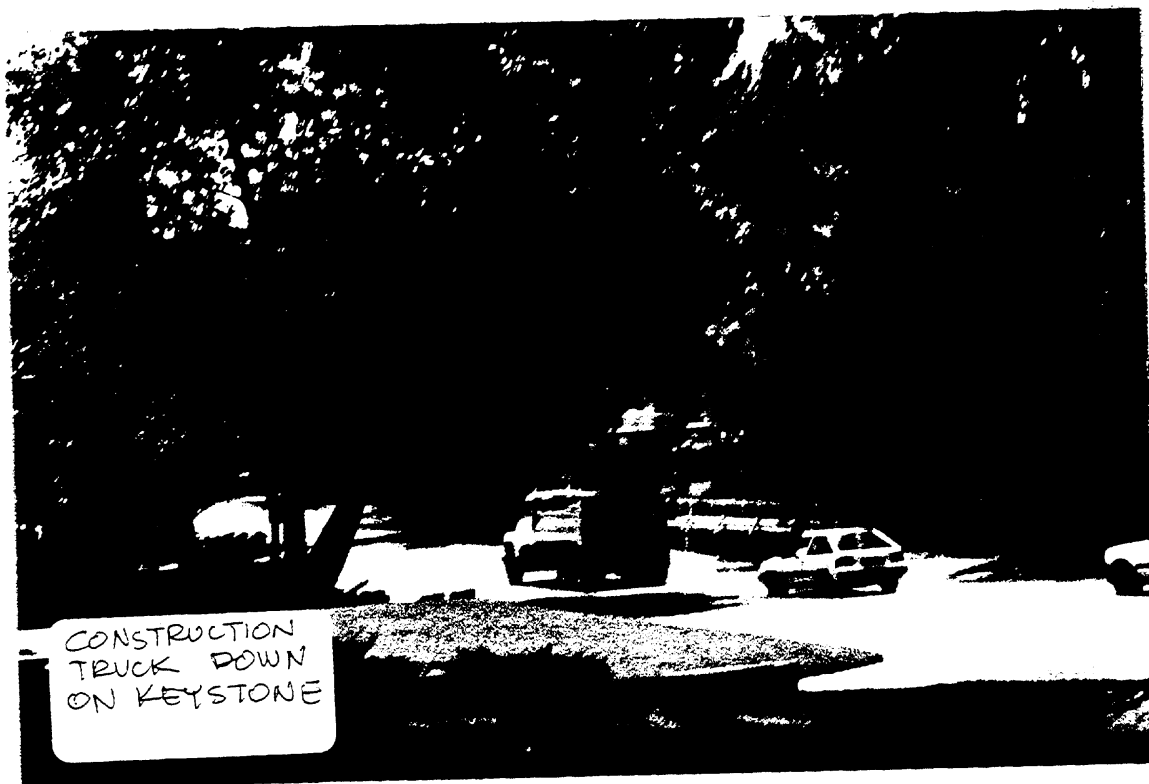
CONSTRUCTION SITE AND NOISE CAN NOT BE SEPARATED, I WILL APPRECIATE IF THE NOISE AND THE VIBRATION CAUSED BY THE CONSTRUCTION EQUIPMENT WILL BE IN THE LIMITS OF WORKING HOURS, IS NOT GOING TO BE PLEASANT OR EASY FOR RESIDENTS, TAKING IN CONSIDERATION THAT THIS CONSTRUCTION SCHEDULE IS EXTENDED OVER A 8 (EIGHT) YEAR PERIOD.

18-2

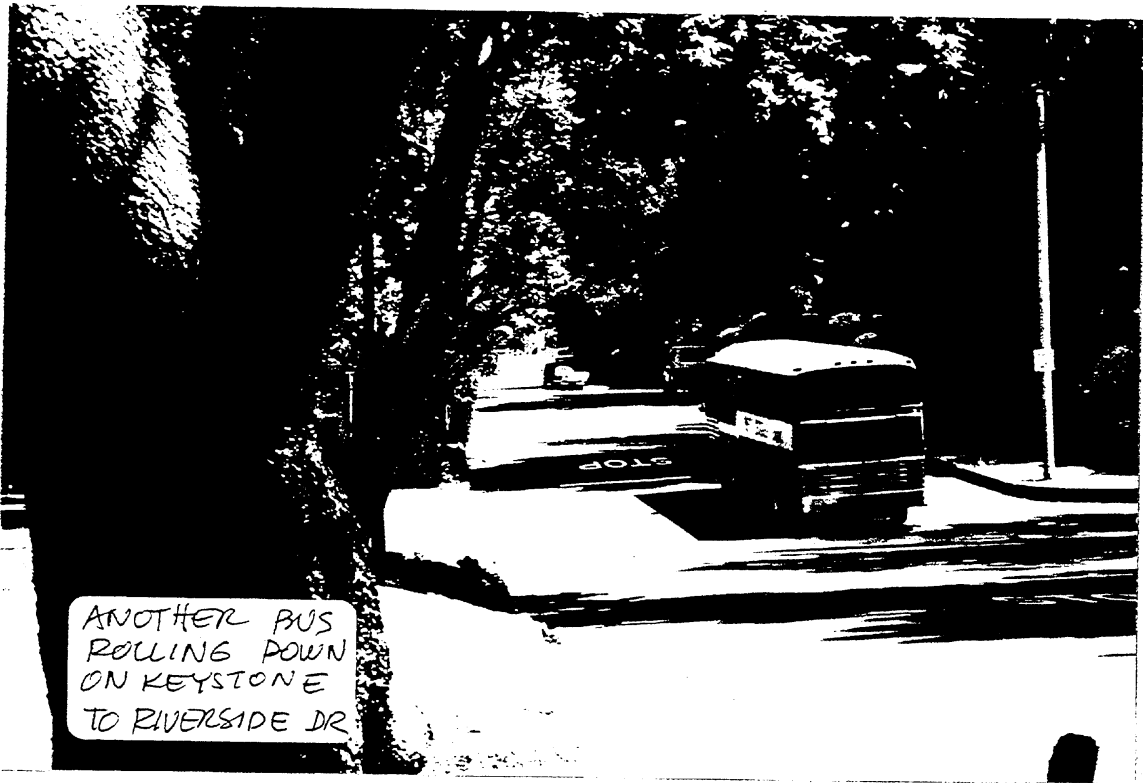
THANK YOU, 



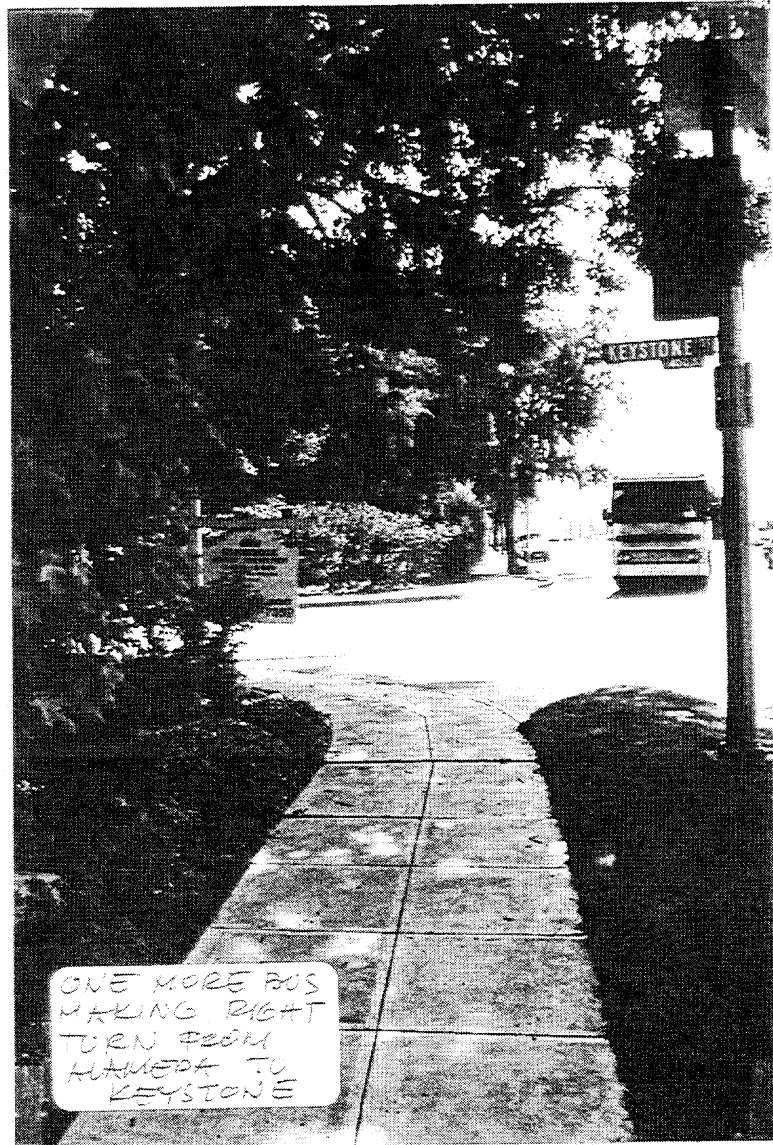
CONSTRUCTION
TRUCK MAKING
RIGHT TURN TO
KEYSTON FROM
ALAMEDA.







TOUR BUS
MAKING RIGHT
TURN ON KEYSTONE
FROM ALAMEDA



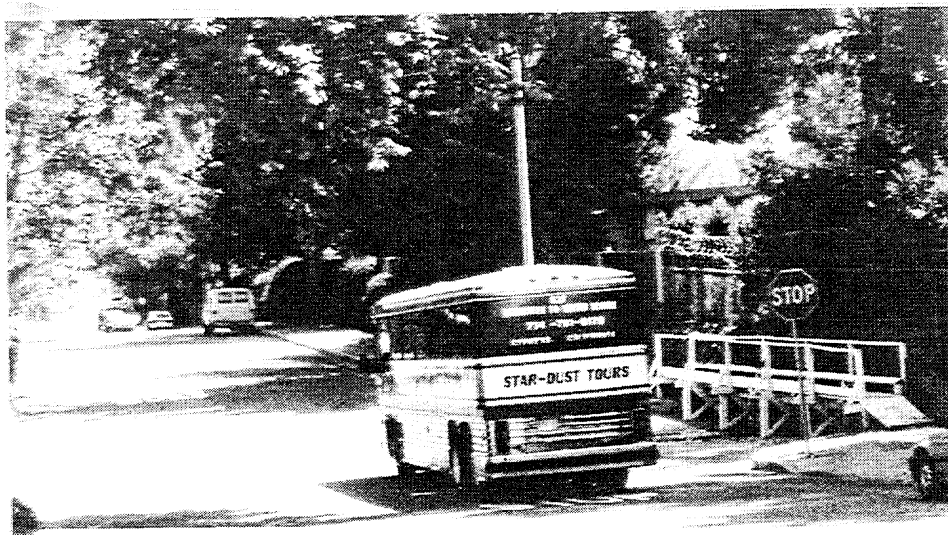
ONE MORE BUS
MAKING RIGHT
TURN FROM
HUNTER TO
KEYSTONE



SCHOOL BUS
PARKED AND
TOUR BUS
GOING AROUND
THE BLOCK



TOUR BUS
(3 AXLES)
ROLLING ON
KEYSTONE ST



TOUR BUS
ON KEYSTONE
IN ITS WAY TO
RIVERSIDE DR.

RECEIVED AUG 17 1992

Hratch Manash
430 S. Keystone St.
Burbank, CA 91506

Timothy Foy, Assistant Planner
City of Burbank, Planning Division
P.O. Box #6459
Burbank, California 91510

Dear Mr. Foy.

This is my second letter regarding the Environmental Impact Report filed by Disney Company related to their development program. The real construction has not started and we already feel the impact of some of their preliminary steps.

On Sunday, August 9 , at 6:30 in the morning, Disney started cutting up trees, which generated the unpleasant noise of the gasoline powered engine chain saw. This was not a friendly way to wake up.

On Thursday, August 13 , at 6:00 in the morning, the entire house started shaking and vibrating as a result of construction (demolition and digging) activity on Disney lot along Keystone street. And this is only the beginning of noise and air pollution generated by the construction equipment which will continue for the next eight years, 6 days a week, 15 hours a day (7am-10pm).

We understand and respect Disney's need for growth and expansion, however their scheduled construction activity does not indicate any consideration and respect for the residents of the Rancho area.

How would you like your kids jumping out of bed at 6:00 am and thinking that there is an earthquake? How would you like to have to keep your doors and windows closed to avoid breathing and smelling burned diesel fuel generated by the engines of trucks and construction equipment? How would you like to live in a house which is constantly shaking and vibrating every 20 seconds?

Are the residential properties surrounding the Disney construction site condemned to economical obsolescence? It seems to be true. I believe none of the corporate executives, presidents or creators of this development program would like to have such a "mess" and its consequences in their front yard.

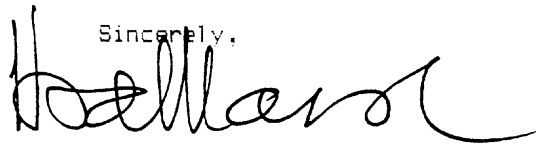
18-3

Everyone who feels so positive about Disney's master expansion plan should move and live in this area (once a beautiful and cherished neighborhood) for the duration of this construction to feel firsthand what the rancho residents are complaining about.

Mickey Mouse was created as an honest, respectful and cheerful character. The people who try to keep Mickey in business have not inherited any of his character traits.

18-3

Sincerely,

A handwritten signature in cursive script, appearing to read "Hollander", written in black ink.

8.13.92

cc: Mr. Roy Disney
Mr. Alan Epstein
The Burbank Leader



RECEIVED AUG 19 1992

P.O. Box 2052
Glendale, CA. 91209
August 16, 1992

MR. FOY
Planning Department
City of Burbank
275 E. Olive
Burbank, CA 91506

Re: Disney Master Plan

Dear Mr. Foy:

This letter is in response to the hearing held by the City Planning Board in the above matter. I own property near Disney Campus. The Campus is 50 years old and needs updating. However, I do have concerns.

(1) The number of years (25) requested by Disney to complete the project and the work hours (7 a.m. to 10 p.m., 6 days a week), are both too long and would greatly interfere with the peace and tranquility of nearby residents.

19-1

(2) The most recent completed office building on the Disney Campus has been very controversial and is surrounded by a chain link fence. Disney has stated that they will use the same architect for their future buildings. Will a chain link fence surround the completed project?

19-2

(3) The proposed Child Care Center on busy Alameda will be difficult to adapt to child care and safety. There is located nearby, the Burbank Board of Education facility. The Board has much unused land. The unused land has buildings on it that were formerly classrooms. This land and buildings could easily be adapted for child care and a large play area. I do not know if the land can be leased from the Board, but if it can, the Board could use the income and Disney could put the property on Alameda to other use.

19-3

(4) My last concern is about the proposed helipad on the Disney Campus. The use of a helicopter is only an executive perk. A helicopter flying repeatedly over the area would create a hazard and nuisance for hundreds of people. Disney Campus is a short distance to the airport.

19-4

Very truly yours,

Evelyn Griffin
EVELYN GRIFFIN

EG:et

cc:Disney Devel. Co. **HOLIDAY INN®-BURBANK**

150 E. Angeleno · Burbank, California 91502 · 818/841-4770
Owned by J.P. Allen Co. and Operated Under License From Holiday Inns, Inc.

July 23, 1992

Robert Bowne
Mayor
City Council
Burbank City Hall
275 East Olive Avenue
P.O. Box 6459
Burbank, CA 91510

Dear Mr. Bowne:

I am in support of Disney's Studio Master Plan. My husband and I have attended the Phase I celebration on the Disney Studio Lot. We were brought up to date on the future challenges between Disney and Burbank and are excited about the whole idea.

My husband and I were recently married and chose Burbank as our place of residence because we were impressed with the fine people of Burbank and how the residents took pride in the City. As we have seen at Disney they share so many of the same concerns.

We continue to support the City of Burbank and Disney Studios development expansion project.

Sincerely,

Mr. & Mrs. Richard T. Dickinson

Mr. Richard T. Dickinson and Mrs. Lisa M. Dickinson
3016-A West Victory Boulevard
Burbank, CA 91505

20-1

RECEIVED JUL 27 1992

WILLIAM E. BESS, 1217 NO. VALLEY STREET
BURBANK, CALIFORNIA 91505

July 23rd., 1992

Burbank Leader
P.O. Box 591
Burbank, California, 91503

Attention: Al Friedential

Burbank City Hall
275 East Olive Ave.
P.O. Box 6459
Burbank, California, 91510

Attention: Planning Board and City Council

Gentlepersons:

I'm writing to state that I am very supportive of Disney's new Master Plan and development of it's studio lot.

My wife and I recently attended the neighborhood party on July 22nd. 1992 at the Disney Studio and were favorably impressed by their plans and presentation. I was especially impressed by their apparent commitment to our community.

I reviewed the material Disney provided at the party and felt that I wanted to voice some of my concerns. First of all, I think it's imperative that Disney comply with the Media District Specific Plan (MDSP). Although I don't know what that document requires, but these plans must be consistent in order to maintain the quality of City development.

21-1

Protection of the Neighborhoods, protecting the neighborhoods and the communities is the number one concern in the long run. This element will ensure the quality of our town and it's value. Anything Disney does must increase property values not degrade them. I don't want to see Burbank become just another industrial center with "Junky Areas" around the studios.

21-2

I'm very concerned about the parking requirements, most developments always fail to provide adequate parking for their employees. Lack of parking will result in people parking in residential areas and causing complaints and further degradation of the area. I read that Disney was planning on a maximum of 8,000 employees at this facility when it's completed, where are these people going to park ?

21-3

I would like to suggest that Disney obtain some of the property by the Airport for their parking needs. This property is already paved and shuttle service would easily transport their employees.

In addition, I'm also concerned about their statement "Internal Use", they should not be able to rent, lease or permit any other businesses to operate out of their facility. If this would occur, Disney would not be accountable for problems that might arise by a renter business.

21-4

I think special considerations for Keystone Street is in order, a high sound wall and planted parkway is a must. The Studio should not be seen from that area otherwise property values will go down.

21-5

Disney's Transportation Plan must exceed the requirments of the South Coast Air Quality Management District (SCAQMD), Ridesharing and perimeter parking will reduce traffic and congestion of Burbank's streets. Because the hospital is next door to the studios, access is very important and additional traffic may result in safety problems.

21-6

With regards to the economic benefits, I feel that Disney should commit to a percentage of entry level and regular job opportunities to be available to Burbank residents and high school youths. A system like that would help build the community and ensure that locals would benefit, of course Burbank applicants would have to be qualified.

21-7

In addition to the above suggestion, Disney must continue to support the Schools, Police, Fire and City Services through their participation in activities.

I'm sure that many of my concerns have been addressed and dealt with, but now is the time to review all of my comments if your concerned about the communities support of Disney's plans. I speak with a sense of concern, pride and community because I have lived in Burbank all of my 50 years of life. My family and I have attended Burbank schools and have continued to participate in many of the on-going activities that make living here really great, so I'm very concerned about Disney and what the City does with regards to this issue.

21-8

Sincerely, William E. Bess

William E. Bess

1217 No. Valley St.
Burbank, 91505
846-8598

7-23-92

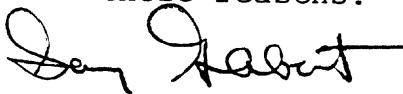
Attn: Mr. Robert Bowne
MAYOR

CITY OF BURBANK
275 East Olive
Burbank, CA 91510

Dear Mayor Bowne:

I hope that the City of Burbank will see that the Disney Master plan is implemented. I am very familiar with their plans and as a homeowner here in Burbank, I hope that the the Disney Corporation will be able to count on the support of the City of Burbank and its citizens.

The city must look to the future! I am proud of traveling around the world and having so many people familiar with our fine city! Disney is one of those reasons!



GARY GABBERT
1002 N. Brighton
Burbank, CA 91506

22-1

July 30, 1992

Burbank City Council
Burbank City Hall
275 E. Olive Avenue
Burbank, CA 91510

Dear Mayor, Vice Mayor and Councilmen:

I am writing to you concerning Disney's Studio Master Plan. Whenever the time comes for the Burbank City Council to vote on this project, please consider the following:

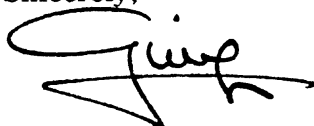
- The importance of keeping this major studio in our City.
- The additional revenue the City, County and State will receive as a result of additional property being developed.
- The jobs given to Burbank residents.
- The new, temporary jobs given to some of our businesses because of the new construction.
- The attractive, unobtrusive structural design.
- The fact that traffic congestion will not be a problem due to the extensive and exceptional measures Disney will take to ensure the problem does not arise.
- The fact that the immediate vicinity will not be looking onto anything much different than what they now see .. if anything, it will be a more attractive view.
- The desire from the Disney Studios to please and involve the community ... inviting it to view the proposed project so that the neighbourhood could see it would really be an enhancement to the community.
- ***The fact that the entire Disney's Studio Master Plan falls within the specific plans and laws of our city.***

23-1

As an 11-year resident of this city, aware of the financial disaster the possible eventual loss of a great company such as The Disney Studios would cause, I urge you to consider the benefits which will derive for us all from approving their Master Plan .. I imagine many cities will be courting this studio if they are unable to fulfill their needs in Burbank .. The Disney Studios are certainly a big piece of "Americana" , and they have chosen our neighbourhood as the place to call "home".

Thank you very much for your consideration.

Sincerely,



Graciela Ginez
4306 Woodland Ave.
Burbank, CA 91505
818-840-0177

Mel Wick
1004 N. Alfred Street
Los Angeles, CA 90069
(213) 656-4621 - Home
(213) 871-2727 - Office
(213) 463-6406 - Fax

August 6, 1992

Letters to the Editor
DAILY VARIETY
5700 Wilshire Blvd., Suite 120
Los Angeles, CA 90036

RE: Fate of a Burbank Fixture's Future

As neighbors DEBATE the proposed Disney expansion plan, the county and state DEBATE on ways to retain the motion picture and television industry in California.

Although any proposed project of this magnitude would be subjected to opposition by the site's neighbors, neighboring cities and perhaps even competition, such opposition should not be looked at as a deterrent, but merely a challenge to move forward with the project.

Based on the Disney article on the finance page of the Daily Variety's August 5th edition, the long range plans for this project would be bringing 8,800 employees to the facility, and that figure would include the consolidation of present employees along with the creation of 3,067 new Disney jobs and 600 non-Disney jobs.

24-1

Hopefully the objection to the proposed expansion is limited, and although a representative from a neighboring organization has voiced objection as Disney wants a big bang for the buck without consideration for ways to alleviate and abate the problems associated with the project, it is highly unlikely that any proposal would be submitted to the Burbank city planners that would not include careful and full consideration for the impact to be encountered by this proposed expansion.

In years to come this Burbank fixture (Disney) would have 8,800 people working on 44 acres, an impact, yes, but we have areas where 8,800 people are working in perhaps even less than a square block area.

As our counties and state scramble for ways to not just bring new industry to the state, but try to retain what

industries we have, hopefully any objections to this proposed project can be resolved and the "green lite" given to Disney on this planned expansion"

With the loss of jobs in this state from corporations moving out of state due to our various city and county laws and state laws, along with a highly abused workers' compensation program resulting in exorbitant premiums for employers, and last, but not least, our unforgiveable bureaucracy, these factors creating a tremendous loss of jobs coupled with the layoffs in other industries that we still have in the state, place all of us, California residents in an economic slump in one form or another.

Economic wise we are at the "red lite" with no "amber lite" in sight unless we lay aside our opposition, sometimes described as selfish, and look ahead to all the tomorrows instead of just 6:00 tonight.

24-1

Just to mention a couple of states, Florida and North Carolina have benefited from the motion picture and television industry's future as we have seen new facilities popping up in these states, and although I am not familiar with the reasons for the selected locations of these new facilities, I believe we can all take an educated guess that our bureaucracy and laws creating discouraging economic conditions certainly were contributing factors in at least some of these facilities decision making.

We tend to forget that corporations future, healthy future, is our future, and hopefully with limited reservations, if any, Disney will get the "green lite" on this project.

Sincerely,



Mel Wick
1004 North Alfred Street
Los Angeles, CA 90069
(213) 656-4621 - Home
(213) 871-2727 - Office
(213) 463-6406 - Fax

P.S. I am not a current or former employee or stockholder of Disney.

FINANCE

ling boom & upgrade

rred from buying speculative-trade debt.

S&P said, "These positive factors are tempered by the concern about potential incursions into video retailing from pay-per-view technologies and risks associated with a possible diversification outside the homevideo business."

S&P added, "The ratings outlook for Blockbuster Entertainment is stable. Current operating strategies and financial policies are expected to result in a substantial buildup of excess cash over the next few years, further improving Blockbuster's flexibility."

The company issued \$300 million in principal amount of notes in November 1989 and carries it on its books at \$109 million in subordinated convertible debt.

Since last November, Philips Electronics N.V., Europe's largest consumer electronics maker, has been increasing its stake in the Fort Lauderdale, Fla.-based chain.

To date, Philips has pumped \$148 million—including a \$54.5 million note—into Blockbuster in exchange for 7.5% of its stock.

Dow Jones News Service contributed to this report.

entertainment ersen & Co.

up Ltd. said it terminated Coopers & Lybrand and retained a new auditor,

it give a reason for the switch and a

ent that "management does not agree with the Coopers & Lybrand accounting principles or practices" of

9% owned by Ventura Entertainment. Yesterday it terminated Coopers & Lybrand and retained a new auditor,

with Coopers & Lybrand regarding the transaction.

—Dow Jones News Service

DISNEY, NEIGHBORS DEBATE EXPANSION PLAN

Consolidating Walt Disney Co. operations at a vastly expanded headquarters in Burbank would create 3,667 new jobs and move 2,421 existing jobs from nearby areas to the lot, a Disney official said yesterday.

But some residents of quiet adjoining streets complained that Disney and the city are ignoring their pleas to minimize the effects of traffic that will be generated by that expansion and other projects in the city's Media District.

Accusing Disney of "megalomania," Rancho Homeowners Assn. president Ted McConkey said, "They are just trying to do this on the cheap. They want the biggest bang for the buck, and that does not include finding ways to alleviate and abate these problems."

At issue is a Disney proposal presented Monday night to the Burbank Planning Board, which is expected to make recommendations to the City Council in October. The plan would consolidate Disney operations over the next 10 to 15 years at its already extensive Burbank headquarters.

Alan Epstein, vice president of Disney Development Corp., said it could take 20 to 25 years for the new jobs to materialize, depending on how fast Disney expands its empire of theme parks, resorts, movies, TV and related products.

At the Planning Board meeting, Disney revealed details of plans to add about 1.9 million square feet of new offices, soundstages, studios, warehouses, cafeterias and other buildings. It ultimately wants 3.2 million square feet of facilities.

Most of the audience at the meeting appeared to support the company. Many wore buttons that said, "I'm animated about Disney's master plan."

Disney, a Burbank fixture for 21 years, completed a new five-story red sandstone head office building in April 1990. The 19-foot effigies of the Seven Dwarfs on its facade attracted worldwide attention.

It is trying to consolidate as

many operations as possible on the 44-acre site, although Walt Disney Imagineering, the amusement park research and development company, will remain in neighboring Glendale, Epstein said.

So far, Disney has announced just two new projects: a day-care center for children of employees and a building to house its animated movie business, whose 500 employees now work in six separate buildings in Glendale.

About 2,700 people now work

on the Disney lot, Epstein said. The company plans to relocate 2,421 from facilities in Burbank, Glendale and North Hollywood.

He said its long-term plans call for adding 3,067 new Disney jobs and another 600 non-Disney jobs that will be located on the lot, bringing the total to nearly 8,800.

However, the Imagineering unit in Glendale is cutting up to 400 of its 2,100 jobs this month due to the completion of Euro Disneyland and the economic slump.

—Associated Press

SHOWBIZ

STOCK TRANSACTIONS

August 4, 1992, trading at a glance

Dow Jones Industrials: — 11.08 to 3384.32
NYSE Index: — 27 to 233.39 Vol.: 166,760,000
AMEX Index: +.95 to 391.82 Vol.: 11,890,000
NASDAQ Index: — 1.04 to 581.32

S&P 500: — .73 to 424.36
Showbiz stocks up 32
Showbiz stocks down 24
Showbiz stocks steady 27

52 Weeks		Exch	Sales (100s)		High	Low	Close	Change
High	Low							
7 1/8	4	AMC Ent.	A	14	6 1/4	6 1/4	6 1/4	.....
2 3/8	1 1/4	Ackerley Comm.	A	235	2 3/8	2 1/4	2 3/8	+ 1/4
9 3/4	7	All-American Comm.	O	34	8 1/2	7 1/2	8	- 1/8
4 1/4	2 1/4	American Film Tech.	O	489	2 1/2	2 1/4	2 1/4	- 1/16
60 1/2	53 1/8	BHC Comm.	A	24	60 1/2	60 1/4	60 1/2	+ 1/4
15 1/8	11 1/8	Blockbuster Ent.	N	21411	13 1/8	12 1/4	12 1/8	- 1/8
209 1/8	136	CBS	N	250	189 1/2	186 1/4	187	- 2 1/4
2 1/16	1 1/16	CEL Comm.	O	155	2 1/8	2 1/16	2 1/16	- 1/16
2 3/4	1	Camera Platform	O	27	2 3/4	2	2 1/2	+ 3/32
12 1/2	1 1/8	Cannon Pictures	O				No Trades	
487	410 1/8	Capital Cities/ABC	N	239	457 1/4	452	453 1/8	+ 1 1/8
24 1/4	17 1/4	Carlton Comm.	O	28	21 1/8	21 1/8	21 1/8	+ 1/8
17	12 1/2	Carmike Cinemas	O	8	13 1/2	13	13	.....
3 1/4	5/8	Carolco	N	289	13 1/16	13	13	.....
12 1/8	9	Century Comm.	A	267	9 1/8	9 1/8	9 1/8	+ 1/8
28 1/4	24 3/4	Chris-Craft	N	25	26 1/8	26 1/8	26 1/8	+ 1/2
3 1/4	1 1/4	Cineplex Odeon	N	21	2 1/4	2 1/4	2 1/4	.....
4 1/4	2	Color Systems Tech.	A	111	2 1/8	2 1/8	2 1/8	+ 1/8
5 1/16	1 1/4	Comm. Ent.	O	352	2 1/8	2 1/16	2 1/2	.....
3 1/32	1 1/8	Comm. Ent. A	O	15	1 1/16	1 1/16	1 1/16	- 1/32
5 1/4	3 1/4	Dick Clark Prods.	O	3	3 1/4	3 1/4	3 1/4	- 1/2
41 1/8	28 1/4	Walt Disney	N	8946	36 1/8	35 1/4	35 1/2	- 1/2
12 1/16	5 1/16	Eagle Ent.	O	40	13 3/32	13 1/2	13 1/2	- 1/32
50 3/4	37 3/4	Eastman Kodak	N	6382	43 1/4	43 1/4	43 1/4	.....
12 1/8	8 3/8	Falcon Cable	A	26	10 1/4	10	10	.....
49 1/4	41 1/4	Gannett	N	1908	48 1/8	47 1/2	47 1/2	.....
26 1/4	18	General Cinema	N	513	25 1/8	25 1/8	25 1/4	.....
80 3/4	72 1/4	General Electric	N	9113	76	75 1/8	75 1/2	+ 1/4
1 1/4	1/16	Samuel Goldwyn	A				No Trades	
1 1/2	3/8	Great American Comm.	O	38	1 1/2	1 1/16	1 1/16	- 1/16
8 1/8	4 1/8	Home Shopping Network	N	1152	5 1/4	5 1/8	5 1/4	- 1/8
19 1/2	11 3/4	IDB Comm. Gp.	O	62	15 1/4	15 1/4	15 1/4	+ 1/8
12 1/4	6 1/8	Image Ent.	O	188	8	7 1/4	7 1/8	- 3/8
10 1/2	7 1/8	Imagine Films Ent.	O	167	8 1/2	8 1/4	8 1/4	- 1/8
2 1/32	1 1/32	Independent Ent. Gp.	O	430	2 1/32	1 1/32	1 1/32	.....
2 1/8	1 1/16	Int'l Movie Gp.	A	120	1	1	1	+ 1/8
27 1/2	22 1/8	J2 Comm.	O				No Trades	
1	1/16	King World Ent.	N	1012	26 1/2	25 1/4	26 1/2	+ 5/8
1 1/32	1/16	Kings Road Ent.	O				No Trades	
3 1/4	2 1/8	Kushner-Locke	O	1882	1 1/16	1 1/16	1 1/16	+ 1/32
84 1/2	60	Laser Pacific	O				No Trades	
5	1	Lin Broadcasting	O	1483	70	68 1/2	69 1/2	.....
22	16 1/4	Live Ent.	N	226	1 1/8	1 1/8	1 1/8	.....
119 1/4	92 1/2	Marcus	O	62	23	21	23	+ 1
6 1/8	2 1/8	Matsushita Elec. Ind. Gp.	N	73	96 1/4	96	96 1/4	+ 1 1/2
28 1/4	24 1/4	Matthews Studio Eq.	O	43	3 1/8	2 1/4	3	.....
29 1/4	22 1/2	Meredith	N	297	27 1/8	27	27 1/8	+ 1/8
16 1/8	10 1/4	Multimedia	O	1866	27 1/2	26 1/2	26 1/2	- 1/8
34 1/4	21 1/4	New Line Cinema	A	216	11 1/4	11 1/4	11 1/4	+ 1/2
32 1/8	22 1/8	News Corp.	N	170	33 1/4	33 1/4	33 1/4	.....
4 1/2	2 1/8	News Times	A	542	28 1/2	28	28 1/2	+ 1/8
4 1/8	1 1/4	New York Times	O	132	3 1/2	3 1/8	3 1/8	- 1/8
48 1/4	38 1/2	Omni Films Int'l	N	66	1 1/8	1 1/8	1 1/8	+ 1/8
17	14	Orion Pictures	N	3277	45 1/8	44 1/4	45	- 1/8
		Paramount Comm.	N				No Trades	
		Park Comm.	O				No Trades	

CEL wraps sale of \$3.5 mil in stock

NEW YORK—CEL Communications Inc. has completed a \$3.5 million private placement of common shares.

August 7, 1992

Burbank City Council
275 E. Olive Avenue
P.O. Box 6459
Burbank, Calif. 91510-6459

We hope the Burbank Council members will approve the ~~expansion~~ plans Disney has presented. As 54 year residents of Burbank, we have found Disney a definite asset and positive factor for Burbank citizens. This council needs to properly assess what is best for ALL the citizens of the city - not just those who feel the additions will be disruptive to the area.

25-1

Yvonne Meland

Yvonne M. Meland

Howard Meland

Howard D. Meland

1502 N. Catalina St.
Burbank, Ca. 91505

August 24, 1992

The Honorable Bob Bowne, Mayor
City of Burbank
275 E. Olive Avenue
Burbank, CA 91502

Dear Bob:

I am amazed when I hear and read the negative remarks concerning Disney's expansion program.

The City's consultants have done a thorough job on the draft EIR.

As a member of the Blue Ribbon Committee on the Media District Specific Plan,(MDSP) the most restrictive plan of its type in the nation, I am very pleased that Disney's Plan meets every aspect of the MDSP. In fact, the proposed office buildings are designed to have a F.A.R. which is 10% less than mandated by the MDSP.

The set back proposed in Disney's plan is in compliance with the MDSP and the berm along Keystone will be maintained and enhanced.

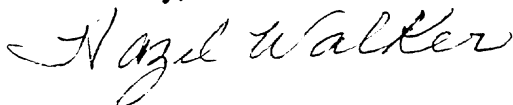
The only factor that the draft EIR identifies that cannot be completely mitigated is air quality. However the air quality findings are consistent with the requirements of the MDSP EIR. And the draft EIR indicates that Disney is committed to mitigation of all other potential impacts.

Although the project will affect existing unacceptable noise levels in the area, the noise impact of the project is not considered to be significant.

Furthermore, as another example of Disney's diligence and desire to be a good neighbor, Disney sponsored the traffic study for the Rancho Neighborhood Protection Advisory Committee, which was set up as a result of the MDSP to plan for growth in the Rancho neighborhood.

I totally support the expansion of this highly respected corporate resident of our City.

Sincerely,



Hazel Walker

cc: The Honorable George Battey, Jr.
The Honorable Tim Murphy
The Honorable Michael Hastings
The Honorable Tom Flavin



Dear Mr. Murphy,

I am writing to ask you
to take Disney's Studio
Master Plan into consideration.

I also am writing to commend you,
and ask that you continue your
support, for preservation of
Beto Big Boy.

I do not usually support
development. I think all the other
council members are paid puppets
and charlatans - and I don't care
for much of the rest of the media
District development. And if
this were NBC or Warner Brothers,
I wouldn't support the project.
However, I believe Disney is a
responsible company and one that
will provide jobs for the community.
I believe their standards and ethics
are higher than those of the other
studios.

Thank you for your time, and
thank you for being the only honest
council member (how that many ~~are~~
are).

Silene Birkhead, M.D.
4319 Surah St. 9/5/73

Wednesday, July 29, 1992

Mayor Robert Bowne
275 E. Olive Ave., P.O. Box 6459
Burbank, Ca. 91510

Dear Mayor Bowne

As a Burbank resident since 1973 I am writing to urge you and the rest of the City Council to support the Disney Studios Master Plan. Having viewed the plan at the studios open house last week, I could find nothing objectionable about it.

As far as I know, the film industry is a clean business and will do nothing to polute the already bad air we inhale. However, I feel that Disney should have to supply enough on lot parking to take care of any increase in employees, in addition to company sponsored van pools to eliminate extra traffic.

I personally feel that the horsey set along Riverside Drive has a tendency to over-react to any changes in their srea, as they did with the new Von's Pavillion. To the best of my knowledge their dire predictions never came true.

If all of Burbank felt like this crowd of neer-do-wells, we would all be driving a horse and carriage along rustic dirt roads.

Cordially,



Ed McGeean
3217 W. Chandler Blvd.
Burbank, Ca. 91505.
(818) 843-1342

WILLIAM L. EASLEY, JR.
430 SOUTH LAMER STREET
BURBANK, CALIFORNIA 91506

July 30, 1992

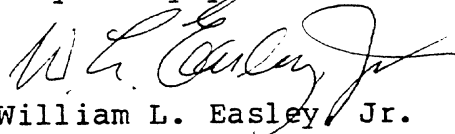
The Honorable Robert Bowne, Mayor
City of Burbank
Burbank City Hall
275 East Olive Avenue
Burbank, California 91510

Dear Mayor Bowne:

This letter is written in support of The Walt Disney Company's Master Plan. Mrs. Easley and I have lived near the Disney studio since 1964. They have always been good neighbors. We are glad to see their planned expansion. Let's keep them in Burbank.

29-1

Very truly yours,

A handwritten signature in dark ink, appearing to read "W. L. Easley Jr.", written in a cursive style.

William L. Easley Jr.

2.0 ORAL COMMENTS RECEIVED ON DEIR AT AUGUST 3, 1992 PUBLIC HEARING

The special meeting of the Burbank City Planning Board was called to order on Monday, August 3, 1992, at 6:00 p.m. in the Council Chamber of City Hall at 275 East Olive Avenue, Burbank, California, Chairman Vander Borcht presiding. The pledge of allegiance was led by Mr. Hill and the invocation was given by Mr. Vander Borcht.

ROLL CALL: MEMBERS PRESENT: Jef Vander Borcht, Chair
Edward Hill
Gary Canfield
Jim Wagner

EX OFFICIO: Gary Yamada, Zoning Administrator

Steve Somers, Project Manager
Roger Baker, Senior Planner
Bob Burdette, Associate Planner
Timothy Foy, Assistant Planner
Val Bridgeford, Senior Clerk

HEARING

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE WALT DISNEY STUDIOS MASTER PLAN:

The draft environmental impact report has been prepared to evaluate potential environmental impacts associated with the proposed Walt Disney Studios Master Plan. The master plan is intended to allow expansion of the production and production-related facilities within the studio property boundaries. This plan includes demolition of some buildings and construction of future buildings to be built in several phases. Proposed new uses include sound stages and related production facilities, production support facilities such as workshops and warehousing, additional offices, food services, central plant, fitness center and employee-oriented retail uses. The plan also includes a child care center and a helistop.

The site is bounded on the north by Alameda Avenue, on the west by Buena Vista Street, on the south by the Ventura Freeway, and on the east by Keystone Street.

CHAIRMAN VANDER BORGHT explained Planning Board procedures to the audience, noting that this hearing would focus on the environmental review of the Disney Master Plan project. MR. FOY reviewed the Plan which consists of a zone change, vesting tentative tract map, a vacation of air rights for a pedestrian bridge, and a development agreement. He summarized the review process from development review, EIR, compliance with the Media District Specific Plan (MDSP), and the public scoping meeting held on February 5, 1992.

ROB BALEN, principal with LSA Associates, said the DEIR addressed those potential impacts listed in the initial study and raised at the scoping meeting. He noted that the DEIR included a noise analysis, traffic study and air quality study. He said this public hearing was not required by state law but would provide an opportunity for further public input. He informed the audience that written comments would be accepted until August 24, 1992.

MR. FOY summarized the conclusions of the DEIR: the Plan's land use complies with the General Plan and the MDSP; the historic district on the Disney campus would be maintained; impacts of noise, aesthetics, light, glare, and traffic, as well as impacts upon utilities and services, would be reduced through mitigation measures to a level of insignificance. He stated that only air quality would have an unavoidable significant impact from vehicle trips generated by the project and from dust during construction activities. He said the proposed trip reduction program would eliminate carbon monoxide hot spots by the year 2010 and the Plan complies with measures in Southern California Association of Governments (SCAG) Growth Management Plan. He said the project alternatives either didn't comply with the goals of the MDSP or were environmentally inferior to this Plan.

ALAN EPSTEIN, Vice President of Walt Disney Development Corp., said the goal of the Master Plan was to accommodate Disney's motion picture requirements for the future, consolidate employees at one site, ensure compliance with the MDSP and remain responsive to the concerns of residents. He noted that under the worst case scenario of 25 years for development, only air quality would have unavoidable significant impacts and these impacts would be sufficiently mitigated with the DEIR's proposed measures to make the Plan consistent with the AQMD's Air Quality Management Plan.

CHAIRMAN VANDER BORGHT opened the public hearing.

DAVID GERRED, 5554 Jacaranda, supported the Master Plan which would generate high-paying jobs, encourage environmentally clean industry, bring prosperity to the City, and increase the City's tax base. He cited the various transit projects which would be in place over the next 20 years and which would help alleviate traffic

impacts and improve air quality in the area.

30a-1

TERRE HIRSCH, 2007 Riverside Drive, expressed concerns about impacts to be experienced by residents, especially involving their health and safety. He asked the Board to carefully study all impacts. He said that construction over a 25-year period would create severe negative impacts on nearby residents through increased noise and dust, decreased privacy and peace of mind, and exacerbation of the existing carbon monoxide hot spots. He deplored the proposed hours of construction from 7 a.m. to 10 p.m., seven days a week.

30b-1

He pointed out that some statistics in the DEIR were skewed in favor of the project: the data in the DEIR assumes the Disney's transportation management plan to meet AQMD Regulation XV requirements would be completely successful; the DEIR also assumes that traffic impacts from the conditions of approval for the NBC Plaza project will be completed by 1996, whereas presently none of those improvements are in place. He questioned the validity of a traffic study based on these assumptions. He thought property values would decline due to the noise and traffic impacts. He asked whether the intention to divide the project site into nine parcels would be a business speculation made at the expense of the residents. He suggested a cul-de-sac on Riverside Drive at Keystone and limiting the construction hours from 7 a.m. to 4 p.m., weekdays only.

30b-2

30b-3

30b-4

30b-5

TOMME LENZ, 635 South Orchard Drive, thanked Disney for funding the traffic analysis which states that up to 59 percent of the traffic on Riverside Drive would be reduced through mitigation. She supported the Rancho Neighborhood Protection Plan.

30c-1

IVAN CREGGER, 1415 Morningside Drive, supported the Plan which would increase the City's tax base.

30d-1

HELEN CREGGER, 1415 Morningside Drive, supported the project because Disney's buildings would be well-maintained. She thought the traffic study was valid.

30e-1

EVELYN GRIFFIN, 150 East Angeleno Avenue, asked that potential impacts from the helistop be addressed in the EIR; she questioned whether the helistop was necessary. She asked whether a 12-story hotel was proposed. She thought the vendors on site would take commerce from local businesses.

30f-1

30f-2

30f-3

MARGARET LARSON, 241 West Tujunga Avenue, and JANE HOWARD, 1924 Hilton Drive, supported the proposed child care facility.

30g-1

BOB RICHARDS, 1119 East Tujunga Avenue, supported the project

30h-1

because it would increase the tax base and relieve residents of growing utility costs.

30h-1

TED MC CONKEY, 1916 Riverside Drive, president of the Burbank Rancho Homeowners, said that the DEIR must consider the impacts from the other projects now undergoing the EIR process: Warner Bros. Triangle Building, the Burbank-Glendale-Pasadena Airport, and Burbank-Glendale-Los Angeles Light Rail project. He said that under CEQA, any project having regional significance such as these projects must consider cumulative impacts. He deplored the fact that all four EIRs were deficient in addressing cumulative impacts. He objected to the circumvention of CEQA guidelines through the recent processing of a Disney project in which demolition of buildings and construction of a property/drapery building is proposed and which is part of the Disney Master Plan. He stated that vacating the air rights for a pedestrian bridge over Riverside Drive and constructing a helistop exceeded the provisions of the MDSP. He said the helicopter noise would destroy the equestrian character of the nearby Rancho area.

30i-1

30i-2

30i-3

30i-4

He asked that the EIR address neighborhood protection since the impacts on the Rancho area would be significant. He objected to residents paying for improvements which should be included in the Neighborhood Protection Plan funded by Disney. He stressed that the residents on Keystone would be forced to endure construction six days a week from 7 a.m. to 10 p.m.

30i-5

30i-6

JULES KIMMETT, 116 North Lomita Street, asked that this item be tabled for further information and to allow a town hall forum to discuss the impacts. He deplored the increased density of development on the small Disney site.

30j-1

DAVID MARK, 1226 North Griffith Park Drive, supported the Plan which was well thought out, provided sufficient mitigation of impacts, and would provide high-paying skilled jobs. He noted that all development proposed in the Plan was permitted under current Code and the largest buildings would be located furthest from residential areas.

30k-1

LORRAINE BELLIS-MARK, 1226 North Griffith Park Drive, supported the Plan because of Disney's good track record. She said the Plan would increase the tax base and provide a clean quiet industry.

30l-1

GARY LAMBETH, 368 West Spazier Avenue, treasurer of the Burbank Rancho Association Inc. and member of the Rancho Commercial/Industrial Master Plan Committee, praised the comprehensive analysis of the DEIR but asked for further examination of impacts from traffic and the helistop. He stressed that the proposed traffic mitigation measures were only those required by law or part

30m-1

30m-2

of the City's proposed MDSP Transportation Plan. He pointed out that some of the traffic mitigation was required under the L. A. Congestion Management Plan which states that no development may worsen any intersection with levels of service E or F. He said the provisions of the Disney TDM plan to meet AQMD Regulation XV requirements won't sufficiently mitigate traffic. He said that the DEIR indicates a increase in traffic despite the traffic mitigation measures.

30m-2

He asked that impacts on the Rancho area be more closely analyzed. He noted that the recommendations of the Rancho Committee would achieve traffic reductions but no present funding was available for these improvements; instead, it was the City's intention to fund the MDSP mitigation measures. He asked that traffic impacts generated by vendors serving the Disney site be addressed.

30m-3

He opposed the helistop which would severely impact the residential area; he deplored the statement in the DEIR that the additional noise from a helistop would be insignificant because the residential areas are already impacted with noise from the adjacent freeways. He noted that the noise footprint includes residential areas which aren't currently impacted by freeway noise.

30m-4

BARBARA BRIEL, 459 South Fairview, said the construction of the proposed underground parking structure would generate truck traffic on Riverside. She deplored the plans to add a helistop to a building at Buena Vista and Riverside which is located within 100 feet of a school. She asked that provisions be made to clear the streets of construction trucks so residents may utilize the streets during peak hours without hindrance. She asked for further traffic analysis, including left-turn phasing at Riverside and Alameda. She questioned the necessity of a helistop to be used only four times per week. She objected to Disney paying only those fees in effect at the time of construction while the Community Facilities Element was still under review. She opposed the proposal that citizens pay for the electrical substation.

30n-1

30n-2

30n-3

30n-4

30n-5

30n-6

ANDREW QUADRINI, 216 North Buena Vista Street, supported the project which would increase property values and the tax base. He noted that Riverside, Alameda and Olive were arterial streets and could handle increased traffic with street widening.

30o-1

DIANNE ADAMS, 1711 North Grismer, supported development in the Media District but questioned the need for a helistop which should only be permitted for the medical or news industries. She asked that measures be taken to ensure that Burbank residents get preference for the new jobs through Disney's increased cooperation with the educational system. She suggested that satellite parking with shuttle service provided by Disney be considered and that

30p-1

30p-2

30p-3

viabile incentives be added to the TDM plan. She asked that the Disney store in Glendale be moved to the Media Center Mall when its lease ran out at the Galleria.

30p-3

30p-4

ROBERT CLARKE, 1806 West Alameda Avenue, cited his experience of living on Keystone for 17 years. He said Disney was always responsive to neighbors' complaints concerning noise, truck traffic and problems with catering vendors.

30q-1

JEAN CRAWFORD DONALD, 620 South Reese Place, opposed the Plan which would have negative impacts on the neighborhood. She asked whether the child care center could be utilized by residents as well as Disney employees. She concurred with the comments of Mr. Hirsch.

30r-1

30r-2

IRENE LUKOWSKI, 230 South Brighton, opposed the Plan, citing her experience with Disney's construction of the Buena Vista building. She said trucks blocked the residential streets while construction took place on Saturday and late into the night. She asked that the EIR address all impacts on residents, including noise and dust.

30s-1

WARREN ETTLEMAN, 302 North Frederic Street, stated that the City must move forward with development in order to maintain its financial viability.

30t-1

MR. EPSTEIN assured the audience that the Plan didn't include a hotel.

CHAIRMAN VANDER BORGHT closed the public hearing.

MR. BALEN said construction hours were limited from 7 a.m. to 10 p.m. He said the impacts from the helistop were extensively addressed in the DEIR. He assured the audience that Disney would pay for the electrical substation. He stated that all questions and comments raised at this hearing, as well as those from written comments, would be answered in the final EIR. MR. FOY told CHAIRMAN VANDER BORGHT that the Master Plan would come before the Board in September or October. CHAIRMAN VANDER BORGHT stated that the Board had taken a tour of the Disney facilities prior to this meeting and would remain neutral in its decision making. He appreciated the comments from the audience.

3.0 RESPONSE TO WRITTEN COMMENTS

Governor's Office of Planning and Research

- 1-1 The City acknowledges the findings of the State Clearinghouse regarding compliance with the State review requirements.

California Department Of Transportation (Caltrans)

- 2-1 The last clause of the last sentence of the first paragraph in the description of the Ventura Freeway on page 201 of the Traffic Study in Appendix F is hereby amended to read "with peak hour volumes of about 15,200 vehicles per hour (VPH)".
- 2-2 A north arrow has been added to Figure 2-1: Study Intersection Location Map (see Attachment A).
- 2-3 Table 7-B of the Traffic Study is hereby revised to include Caltrans' Traffic Operation methodology for estimating peak hour ramp capacity at 1,500 vehicles per hour (See Attachment B).

Please note that, in review of this analysis, the peak hour traffic volumes reported in the traffic study for the eastbound and westbound on-ramps at Riverside/Buena Vista required adjustment. Estimates for these ramp traffic volumes were based on peak hour turn volumes at the SR-134 on/off-ramps along Riverside Drive. Due to the complex geometry of this intersection, i.e., it has four approach legs and five departure legs, the previous modelling effort combined freeway and non-freeway bound traffic volumes for three of the movements at the intersection. As a result, traffic volumes that were not assigned to the freeway ramps but that shared lanes with freeway bound traffic were included in estimating the ramp volumes. Attachment B also presents the aggregated and disaggregated peak hour turn volumes for the Buena Vista/Riverside/Ventura Freeway Ramps intersection. As the Table indicates, the disaggregated traffic volumes separate out freeway-bound traffic from traffic volumes along Riverside and Buena Vista.

As a result of revising the peak hour ramp traffic volumes for the year 2000 with Disney Master Plan and lowering the ramp capacity from 1,800 vph to 1,500 vph, the eastbound SR-134 on-ramp at Riverside and Buena Vista is forecast to operate just above Caltrans design volume of 1,500 vph in the year 2000 with the proposed Disney Master Plan project (see Attachment B). This is an interim condition, as the forecast year 2010 ramp traffic volumes will be slightly lower (1,486 vph) than the design volumes due to the maturing of Transportation Demand Management (TDM) programs.

- 2-4 As discussed in the DEIR, Disney's comprehensive transportation demand management program will significantly reduce mainline freeway traffic by encouraging employees to utilize alternative forms of transportation.

In addition, the City of Burbank is in the process of preparing a transportation impact fee ordinance. This ordinance, which will be developed consistent with California State law requiring a nexus between the development and the fee, is anticipated to include both local circulation improvements and improvements that will have a direct benefit to the mainline freeway system, such as the Barham/Cahuenga improvements, the Burbank/Glendale/Los Angeles light rail line and improvements to freeway alternatives, such as Riverside (west of California), Alameda, Hollywood Way and Olive.

Finally, mainline freeway improvements are not traditionally funded by local jurisdictions. However, if a major thoroughfare and mainline freeway road fee program is developed following State requirements for demonstrating a nexus between development and costs, Disney Studios will be required to participate as may be required by the Los Angeles County Transportation Commission (LACTC) or other governmental agencies.

Southern California Association of Governments (SCAG)

- 3-1 The City of Burbank concurs with the recommendations of SCAG, and will incorporate into the project approval the recommended mitigation measure requiring that Disney maintain and annually revise its TDM program; maintain the Disney shuttle until employee consolidation is substantially achieved; and maintain membership in the Burbank Media District TMO. All mitigation measures will be monitored in accordance with AB 3180 and the results reported to SCAG through the Annual Reasonable Further Reports.

South Coast Air Quality Management District (SCAQMD)

- 4-1 The City acknowledges SCAQMD's comments on the DEIR. Please refer to Responses to Comments 4-2 through 4-8, which address the District's concerns.
- 4-2 Page 4-132 of the EIR is hereby modified to state, "The most recent data (1989-1991) compiled at the Burbank Station are summarized in Table 4.6.A."
- 4-3 Based on the number of construction crew motor vehicles anticipated for this project and using an average vehicle ridership of 1.25 people per vehicle with an estimated construction crew vehicle round trip of

approximately 18 miles and factoring in standard emission factors, these vehicle trips would result in 60 pounds per day of NO_x, 3 pounds per day of TOG, 0.20 pounds per day of SO_x, and 0.30 pounds per day of PM₁₀. Addition of these emissions to the construction emissions, as outlined on pages 4-14 and 4-146 of the DEIR, does not change the conclusions of the analysis.

- 4-4 The District's comment regarding the noteworthiness of the project's environmental design features is acknowledged.
- 4-5 The comment regarding operational impacts is acknowledged. The DEIR does consider operational impacts and appropriate mitigations. Appropriate mitigation measures from the MDSP are applied and incorporated by reference throughout the DEIR.

Additional operating mitigation measures considered to be feasible and practicable are included in Section 4.5 (Traffic and Circulation), Section 4.4 (Electricity; Mitigation Measures 4.4.11 through 4.4.13), and Section 4.8 (Hazardous Materials).

Mitigation Measures 4.4.10 and 4.4.14 require compliance of all improvements with Title 24 energy efficiency requirements of the State Uniform Building Code (UBC). The measures outlined in the Attachment are consistent with requirements of the UBC and will be incorporated as appropriate during implementation of Mitigation Measures 4.4.10 and 4.4.14.

As discussed in Section 4.1 of the DEIR, through compliance with the density, height, setback and transportation demand management requirements of the MDSP, the Master Plan is designed to protect the quality of life in adjacent single family residential neighborhoods. The Master Plan includes an average setback of at least 20 percent of a building's height. An existing berm along Keystone Street will be maintained; where a berm does not exist, 15 foot setbacks have been provided, and the existing fencing and landscape buffer will be maintained. Inclusion of the above design components would adequately buffer the Master Plan area from existing adjacent residential areas.

- 4-6 Due to the unique nature of the proposed project (i.e., expansion of the existing facility and consolidation of existing employees on site), it is not practicable to compare the proposed project emissions to those of the alternatives. To determine the emissions associated with the alternatives would require modeling not only on site but also at the existing satellite facilities, since a smaller portion of the off-site employees either would be consolidated on site or, in the case of the No Project Alternative, none of the employees will be consolidated. Quantification of emissions would require a much more extensive modeling effort than was conducted for the proposed project and would not have yielded a greater understanding of the air quality im-

pacts than that provided in the DEIR. This type of analysis would require estimation of the number of employees to be consolidated under each alternative, any trip reduction associated with consolidation, and the existing and projected number of employees at each of the 11 satellite facilities under each of the alternatives analyzed. Calculation of these estimates would be considered speculative at best. Rather than a quantitative analysis, a qualitative analysis of the relative determination of more, similar or less impacts was conducted. A simplistic analysis of the emissions associated with each alternative, which does not take into consideration the off-site ramifications such as consolidation, can be performed by evaluating the on-site trip generation summary presented on page 5-4 of the DEIR. Such analysis would show that the Reduced Office Alternative generates 73.5 percent of the emissions of the project, the More Sound Stages Alternative 51.2 percent of the emissions of the project. Emissions from the Alternative Site Alternative would be substantially similar to those of the project.

- 4-7 The CO analysis used a screening table that was created using equations and methodology developed by the Bay Area Air Quality Management District (BAAQMD). This screening model is a simplified version of the CALINE4 model developed by CARB and is based on the assumptions outlined in the CALINE4 model. The equations and methodology used to develop the model may be found in the BAAQMD report entitled "Air Quality and Urban Development, Guidelines for Assessing Impacts of Project and Plans," dated November, 1985. The screening table uses simplified, worst case assumptions (i.e., moderate wind speeds, wind direction is parallel to the primary roadway and perpendicular to secondary roadway, surrounding terrain is flat), which make it compatible with the Disney Burbank Project.

For determining consistency between the two models, a test run of CALINE4 was run for the local component at AR6. The results of this test run were within 0.2 ppm of the screening model results for this receptor. The results of the CALINE4 test run are included as Attachment E to this document.

- 4-8 All appropriate mitigation measures have been incorporated into the DEIR and, therefore, as suggested by the District, the project is not considered to have a significant adverse impact on regional air quality in the long term.
- 4-9 The District's comment regarding the comprehensiveness of the analysis is acknowledged. All appropriate mitigation measures have been included in the DEIR to reduce potential construction and operational impacts associated with construction of the Master Plan.

City of Los Angeles Department of Transportation (LADOT)

- 5-1 It is recognized that there may be slight variations in the definition of a significant impact between various jurisdictions, as this is a policy decision. It should also be noted that there is a variation within the City of Los Angeles itself, with most areas using the 0.02 criterion and only a few using 0.01.

As stated in the Disney Studios Master Plan Traffic Study, the Disney Studios will impact the intersection of Barham/Forest Lawn/Lakeside, as that intersection exceeds the threshold 0.02 v/c ratio. The study also indicates that ultimate improvements and funding for these improvements will be identified as part of a much larger study that will be cooperatively shared between the City of Los Angeles, County of Los Angeles, and City of Burbank. This work effort will determine impacts, mitigations, and fair share responsibility by jurisdiction. As a development within the Media District Specific Plan, Disney Studios will be required to participate in a road fee program that may be adopted to pay for local and areawide improvements, of which these intersections are a part.

- 5-2 As identified in the study, trip generation rates for the proposed Disney Studios Master Plan build out are based on empirical traffic counts conducted at six driveway locations and two internal roadway locations in September, 1991. It should be noted that there are important differences in studio operation that account for different trip generation characteristics between Disney and other motion picture studios. First, the transportation and housing characteristics of their respective locations are different. Second, Disney's live studio audiences are bussed to the site from remote locations; it has fewer sound stages and different operational characteristics from any other major studio. Most important, Burbank and Disney have conducted extensive research to establish the trip generation values. Disney's trip generation rates were increased to include employees who parked along Riverside Drive and walked into the site. Trip generation rates for the Disney Master Plan assume that existing trip-making characteristics for the existing uses will continue and that no new land use categories are proposed. As specified in the mitigation measures, a monitoring study will be required to assure that the trip generation rates and target transportation demand management trip reduction levels have been achieved. The condition further states that, if exceeded, no additional development can proceed until an acceptable plan is submitted identifying measures designed to achieve target reductions.

In order to assure that future land uses will be restricted to those proposed in the planned development application, the following language is hereby added to Mitigation Measure 4.5.10: "Further, the development agreement will restrict permitted uses in this planned

development zone to sound stages, warehouse storage, media workshop and production, child care, retail, food service, media office, automobile service station, helistop and any other uses incidental thereto."

- 5-3 It is not clear where LADOT finds 15 percent and 40 percent reductions in project generated trips. The only reductions applied were 7.5 percent and 15 percent, as noted below. Chapter 5 of the Disney Studios Master Plan traffic study provides a detailed discussion of existing, near-term, and long-term trip reduction programs. In addition, The Walt Disney Company has developed a comprehensive trip reduction plan, which currently includes nine commuting options and incentives available for individuals participating in the company's effort to reduce employee commute vehicle trips. The goal of the program is to achieve an average vehicle ridership of 1.5 for peak hour employee trips. As part of the Walt Disney Studios Master Plan, additional trip reduction programs are proposed utilizing a variety of means described in the traffic study. Current and projected Phase 1 and Phase 2 Average Vehicle Ridership (AVR) estimates are as follows:

	Existing (1992)	Phase 1 (1996)	Phase 2 (2000)	Build Out (20-10)
Trip Reduction Percent	--	7.5%	15%	23.5%
Average Vehicle Ridership	1.07	1.16	1.26	1.40

As can be seen, the current Disney AVR is 1.07. With a 7.5 percent reduction in existing and future trips, the 1996 AVR for the Disney Studios will be 1.16. At build out of the Disney Studios, which occurs after completion of Phase 2, a 15 percent trip reduction in existing and future trips is projected resulting in a 1.26 AVR. As referenced in the Disney DEIR traffic study, the MDSP trip reduction target at MDSP build out is 23.5 percent, which is equivalent to an AVR of 1.40. As indicated, the goal of Disney's TDM program is to achieve an average vehicle ridership of 1.5 for peak hour employee trips. Therefore, the trip reduction estimates for the Disney Studios used in the traffic impact analysis are considered conservative (see Attachment C for the actual CMA calculation worksheets), particularly in the short term.

- 5-4 Trip distribution patterns for the Disney Studios were based upon a survey of employee resident locations by zip code. The data were compared and found to be generally consistent with the Los Angeles Regional Transportation Study (LARTS) forecast prepared by SCAG 87, which was the base for the MDSP traffic model.
- 5-5 Currently approximately 15 percent of the Disney traffic travels east on the Ventura Freeway (SR-134). Capacity on the freeway will significantly increase with the construction of the proposed SR-134 high

occupancy vehicle (HOV) lanes through Burbank, currently anticipated to be complete by 1994. Cumulative plus project traffic projections for the year 2000 anticipate an increase of only 17 percent on the Ventura Freeway. Therefore, it was assumed that congestion would remain the same or will be improved, thereby maintaining the current trip distribution pattern.

- 5-6 The Critical Movement Analysis (CMA) for the intersection at Barham Boulevard and Cahuenga Boulevard (East) has been recalculated based on a three phase signal, and the worksheets are attached to this document as Attachment C. The results of this analysis are presented as follows:

Pk. Hr.	Baseline 1996	Baseline 1996 with Phase 1	Baseline 2000	Baseline 2000 with Phase 2
AM	0.928 (E)	0.932 (E)	0.901 (E)	0.903 (E)
PM	1.064 (F)	1.064 (F)	1.036 (F)	1.036 (F)

As the table indicates, Disney's contribution to the intersection v/c calculation is less than 0.02 for Phase 1 and Phase 2. Therefore, although Disney does contribute additional traffic to the intersection, the intersection is not significantly impacted by the proposed project.

- 5-7 The following background information is provided in response to the comment:

1. The City of Burbank has a specific requirement in the adopted MDSP that a financing plan shall be developed to address these mitigation measures.
2. The City has retained Parsons, Brinkerhoff, Douglas, and Quaid to develop the mechanics of the financing district.
3. Crain and Associates is assisting in the preparation of the technical report for the road fee program.
4. The financing district issue is on the Council's long-range forecast agenda.
5. A condition of approval is provided in the Disney Studios DEIR that would require Disney to construct the necessary MDSP improvements if the financing district is not in place at the time the Disney development occurs. It should be noted that there would be no new impacts identified if the fee district is not implemented. Only a shift in primary responsibility for the improvement would result (i.e., from MDSP to Disney).

In addition, Mitigation Measure 4.5.15 is hereby added to the EIR as follows:

In the event that Disney applies for a building permit prior to the adoption of a traffic impact fee ordinance by the City, Disney will conduct and submit a revised traffic study which identifies all project specific traffic mitigation measures prior to the issuance of the building permit. The traffic study will provide a prioritization of the mitigation measures necessary in the absence of a traffic impact fee ordinance. Disney will be required to implement all the mitigation measures necessary to mitigate the traffic impacts of the proposed structure prior to completion of construction and issuance of Temporary Certificates of Occupancy.

- 5-8 The following two sentences are hereby added to the end of Mitigation Measure 4.5.10: "The plan should also include physical/capital mitigation measures to mitigate any project impacts that may occur as a result of the project's inability, as determined by trip counts, to meet target trip generation and trip reduction projections. The plan and proposed physical improvements shall be reviewed and approved by the City prior to any additional development."

Burbank Unified School District

- 6-1 The City acknowledges the comment of the School District that office space vacated by Disney employees will presumably be available for use by other employees. However, under California law, developers may be assessed only for the direct, measurable impacts created by their projects. To the extent future demand for the space vacated by Disney will exist, it will not be created by the Disney project but by independent market forces affecting the demand for office space in the Burbank area.
- 6-2 The City acknowledges the comment of the School District that the use of the space will continue. However, as noted in the DEIR on page 4-80, "jobs in the production facilities are temporary jobs that last only as long as the production on which the worker is working." Once the production is complete, the temporary employee can be expected to move on to a new assignment, most likely at a different studio, and new, temporary employees will take his/her place. Under these circumstances, the employees are not likely to relocate to Burbank for temporary jobs. As a result, such temporary employees are not anticipated to have any impact on the School District.

Burbank Rancho Association, Inc.

- 7-1 This is the opinion of its preparer and will be taken into consideration during the decision making process. Please also refer to Responses to Comments 7-2 through 7-20.
- 7-2 Page 4-5 and Figure 4.1.3 of the DEIR correctly present the R-1-H zoning designation of the Rancho and the area south of the Ventura Freeway.

The second sentence of the third paragraph in Section 1.3 on page 1-3 is hereby modified to read, "The Rancho is unique within the City of Burbank, since this area is zoned R-1-H, which allows the boarding of horses."

The City acknowledges that the residential neighborhoods identified in Appendix A of this comment letter could potentially be affected by the Disney Master Plan.

As part of the review and approval process for the MDSP and related EIR, specific goals and policies were adopted to address land use compatibility and residential neighborhood preservation. These include:

- Minimize the potential for land use conflicts by restricting intensive development near single family residential neighborhoods and by applying development standards that promote quality development and minimize incompatibility of adjacent properties.
- Protect the quality of life in single family residential neighborhoods surrounding the Media District through density limits, height restrictions, development standards, traffic diversion techniques and other neighborhood protection programs.

The Land Use Analysis contained in the DEIR addresses the Walt Disney Master Plan proposal and how it complies with, and is consistent with, the goals and policies noted above.

The MDSP also contains neighborhood protection programs designed to reduce or eliminate through traffic in neighborhoods surrounding the Media District. As described in detail in the MDSP, the MDSP includes provisions addressing neighborhood protection for the Rancho area by discouraging through traffic and reducing vehicle speeds by the use of landscaped medians with entry monuments, an additional traffic signal, signal retiming to reduce signal progression, reduced vehicle speed limits, notification of signal retiming and enforcement of speed requirements. These MDSP provisions may be implemented through the Rancho Neighborhood Protection Plan,

which is currently under review by the City. Please also refer to Response to Comment 7-3.

- 7-3 While the DEIR did not specifically analyze vehicular impacts on horses, the recognition of a potential impact was a driving factor in the MDSP's call for a neighborhood protection plan for the Rancho and the City's subsequent development of the Rancho Neighborhood Protection Program (RNPP) described in the DEIR.

Equestrian travel patterns will not be altered by the project or the RNPP. As concluded in the RNPP, implementation of the program is anticipated to result in a 59 percent reduction in through traffic along Riverside Drive, which would benefit both neighborhood quality of life and equestrian safety. In addition, in order to provide equestrian traffic with more visibility and greatly improve safety, the proposed RNPP would narrow Riverside Drive and utilize the reduced pavement width to create a dedicated horse lane. In addition, the RNPP calls for additional signage identifying the area as being equestrian in nature, special crosswalk buttons for horse riders, additional traffic signals, reduced speed limits and clearly marked crosswalks. All of the proposed improvements should improve the safety of horses and riders in the Rancho neighborhood.

Since the publication of the DEIR, the RNPP has continued to move forward. The Burbank Rancho Master Plan Advisory Committee presented its recommendations to the City Council in a public study version on July 14, 1992. The Council directed staff to develop a resolution adopting the RNPP. Staff intends to present to Council an action plan for the adoption of such a resolution on September 15, 1992. The proposed action plan calls for a public hearing to be held and the RNPP to be adopted in October, 1992. Please also refer to Response to Comment 7-19 regarding Disney's intention to fund a portion of the proposed program.

- 7-4 Both peak hour and daily traffic volumes for Phases 1 and 2 of the proposed project are generated, distributed, and assigned using industry standard traffic impact methodologies. Peak hour volumes are presented in Section 4.5 of the DEIR. The determination of project impacts on the circulation network is based on a rigorous level of service analysis, which compared precise project traffic to existing and future traffic. Various intersection improvements were selected and tested to ensure that mitigation measures will reduce project impacts to insignificant levels.

- 7-5 The traffic impact analysis assumes that the Media District office space vacated by the shift in Disney employees will be filled by other tenants who will generate traffic consistent with the previous Disney tenant. It should be noted, however, that the consolidation of Disney

activities will reduce traffic between sites, even though the vacated sites will be occupied by non-Disney employees.

- 7-6 The primary entrance for Disney Studios deliveries will be the North Riverside gate. It is anticipated that the current restrictions against commercial vehicles on Riverside, except for local deliveries, will remain. Moreover, as indicated in the DEIR, the proposed Neighborhood Protection Program, if and when adopted and funded, will have a significant positive impact at reducing traffic off Riverside Drive. The traffic diverted away from Riverside Drive will include all types of traffic, including delivery vehicles.
- 7-7 Refer to Response to Comment 7-3.
- 7-8 The projected traffic volume on Riverside Drive before implementation of the proposed Rancho Neighborhood Protection Program is approximately 14,000 Average Daily Trips (ADT). With implementation of the Neighborhood Protection Program, traffic on Riverside Drive will be reduced by as much as 59 percent. A two lane road (i.e., one through travel lane in each direction) has a capacity of approximately 15,000 ADT. With implementation of the Neighborhood Protection Program, future traffic volumes will be significantly below the reduced roadway capacity.
- 7-9 The proposed helistop would meet the needs of Disney's corporate clientele and business guests. As stated on page 4-189 of the DEIR, hours of operation would be limited to between 7:00 a.m. and 7:00 p.m., and the number of takeoffs and landings would be limited to no more than an average of four per week. As illustrated in Figure 4.7.3 of the DEIR, these operations would utilize the existing Federal Aviation Administration (FAA) approved Visual Flight Rules (VFR) helicopter corridor currently in use over the L.A. Flood Control Channel. VFR helicopter corridors are developed to maximize visual reference and safety. These corridors generally follow distinct landmarks, such as flood control channels and freeways, which provide a distinctive visual guide as well as appropriate areas for emergency landings, if required. In the case of the VFR corridor south of the Disney Studios site, it is nestled between SR-134 and Forest Lawn Memorial Park to the south in an area that is not adjacent to predominantly residential neighborhoods. The location of this corridor limits potential safety and noise impacts to residential neighborhoods in this area.
- The statement regarding the safety and environmental impacts associated with the helistop is the opinion of its preparer and will be considered during the decision making process.
- 7-10 Determining "overriding need" is not an environmental issue. As for lost revenue, the City receives revenue from the airport in two ways. From commercial airlines, the City receives fees based on the sched-

ule of flights. As only four helicopter flights each week are to be allowed, it is highly unlikely that commercial airlines will decrease flights out of Burbank Airport for this reason. A second source of funds is part of a tax from corporate aircraft that are parked at the airport. Disney maintains two corporate aircraft at the airport, but operation of the helistop is not expected to change this. Therefore, no impact on City revenues is expected.

- 7-11 All impacts from this helistop have been studied, and no significant adverse impacts were found. To examine potential helistop sites outside of project site boundaries is beyond the requirements of CEQA.

The City Council asked staff, in October, 1991, to investigate a centralized Media District helistop. However, the City Council directed staff to abandon the investigation prior to its completion.

- 7-12 Approval of the helistop will require review by the FAA, Airport Land Use Commission (ALUC) and the Division of Aeronautics (DOA) of the California Department of Transportation and the City of Burbank. The City of Burbank is the Lead Agency responsible for processing and adopting the environmental clearance and conditional use permit for the helistop. Since the City of Burbank is the Lead Agency, complaints regarding helistop noise or helicopter overflights would be directed to the City. It should be noted that Mitigation Measure 4.7.12 limits the hours of operation to between 7:00 a.m. and 7:00 p.m., and that Mitigation Measure 4.7.13 limits takeoff and landing paths to the VFR corridor or any other FAA approved corridor. Please see Response to Comment 7-18 regarding City enforcement mechanisms.

- 7-13 This comment is the opinion of its preparer and will be taken into consideration during the decision making process. As discussed in Section 4.7 and Appendix I of the DEIR, the Helicopter Noise Impact Assessment performed for the proposed helistop did not identify any significant impacts associated with this facility. The air quality impacts of an average of four operation per week would result in an inconsequential increase in overall project emissions. Moreover, any emissions would dissipate rapidly and are not anticipated to significantly degrade air quality at sensitive receptors.

- 7-14 As stated on page 4-189, the determination of significance is based on the procedures outlined in FAA Advisory Circular "Noise Assessment Guidelines for New Airports." According to this document, a proposed helistop would be considered acceptable if future noise levels due to helistop operations do not result in ambient noise levels being exceeded. The CNEL and Single Event noise analyses in the Helicopter Noise Impact Analysis (Appendix I) concluded that the ambient levels would not be exceeded; therefore, with implementation of the measures proposed, no significant noise impacts would occur.

- 7-15 There will be only two flight paths as outlined in Appendix I of the DEIR, neither of which overflies the Rancho area. Both of these flight paths follow the L.A. Flood Control Channel located south of the Rancho neighborhood.
- 7-16 Both "hot spots" and cumulative air impacts were analyzed in detail in Section 4.6 of the DEIR. The term "hot spot" generally refers to carbon monoxide (CO) concentrations at local intersections. These concentrations are considered "hot spots" since CO is a pollutant primarily associated with automobiles, does not readily disperse, and is an indicator of local air quality.

As discussed on page 4-150 of the DEIR and in Table 4.6.G, the proposed project would not create or exacerbate a violation of the federal or State CO standards. The traffic volumes used to determine the future CO concentrations include the effects of the Pacific Theaters Shopping Center (Rancho Marketplace), Warner Bros. studio expansion and the NBC studio expansion.

- 7-17 Mitigation Measure 4.7.1 of the DEIR is consistent with the requirements of the City of Burbank's Noise Ordinance, which limits construction activities to the hours of 7:00 a.m. to 10:00 p.m. Monday through Sunday. While construction activities will theoretically be permissible 15 hours per day, 6 days per week, the applicant has indicated that construction will normally be limited to approximately 40 of the available 90 hours per week. Extended work weeks will be utilized only when necessary to compensate for schedule delays, such as rainy days or productivity losses, or to permit operations requiring special sequencing.

It should be noted that MDSP Condition of Approval 7 requires the submittal of a noise control plan. One of the components of the noise control plan is restriction of construction activities to "... day-time hours only, in compliance with the City of Burbank Ordinance requirements...". The Ordinance deferred to in the Condition of Approval is the Noise Ordinance, which limits construction activities to the hours outlined above. The Noise Ordinance (Section 21-202) defines nighttime as the "hours from 10:00 p.m. until 7:00 a.m. of the following day." Thus, the Condition of Approval is not more restrictive than the Noise Ordinance with respect to construction hours, since it defers to the requirements of the Ordinance. However, conditions of approval prohibit construction on Sundays and holidays.

- 7-18 In order to ensure compliance with the conditions of approval required as part of the decision making process, the City will prepare a mitigation monitoring and reporting program consistent with the requirements of Public Resources Code Section 21086.6 (AB3180 of 1988). It will describe the requirements and procedures to be followed by the City to ensure that all mitigation measures adopted as

part of this project will be carried out as described in the FEIR. This program will identify the timing of implementation in the development process, who will be responsible for implementation and City staff person responsible for verification of full completion/compliance with the measures. It is ultimately the responsibility of the City to verify that full compliance with mitigation measures is completed. This program is available for public review throughout the design, construction and operational phases. Mitigation Measure 4.5.16 is hereby incorporated into the Final EIR: "At all times during any construction activity, the applicant shall post signs both at the construction site and visible from the public right-of-way, to the satisfaction of the City Building Official, detailing allowable construction hours, construction traffic hours and the City Building Division and/or Police Department phone number(s) for the public to call, should any violations be suspected."

Any party with a complaint concerning Disney's compliance with the project's conditions of approval may contact the City. If the City, following an investigation of the complaint, finds that a violation of the conditions of approval exists, it will demand that Disney promptly cure the violation and, if appropriate, exercise any and all other remedies available to it.

- 7-19 The City acknowledges the endorsement by the Burbank Rancho Association, Inc. of the recommendations of the Burbank Rancho Master Plan Advisory Committee concerning the Rancho Neighborhood Protection Program. It is anticipated that the improvements included in the final RNPP will be incorporated into the City's MDSP transportation impact fee ordinance, which is currently in development. As a result, Disney will pay its fair share of the cost of these improvements.

Nevertheless, on September 10, 1992, Disney announced its intention to fund, subject to Final City Council approval of the RNPP and certain other conditions, the following components of the Rancho Neighborhood Protection Program, as a credit against future MDSP transportation impact fees:

- The following components of Phase 1 of the proposed program:
 - Installation of all equestrian crossing equipment
 - All roadway width reductions and diverters, with horse trails and bike/jog lanes to be delineated by Botts dots, reflectors or some similar, removable mechanism
 - Retiming certain traffic signals and installation of certain signage.

- The following components of Phase 2 of the proposed program:
 - A permanent raised and landscaped traffic island and neighborhood entrance monument at the intersection of Keystone and Riverside
 - A permanent raised and landscaped traffic diverter and neighborhood entrance monument at the intersection of Chavez and Riverside.

Burbank Rancho Homeowners

- 8-1 The Supplemental EIR requested by the commentor would not be appropriate for the proposed project; rather, it applies to the Media District Specific Plan FEIR.

The EIR prepared for the Walt Disney Studios Master Plan, although a tiered document from the MDSP EIR, identifies the potential environmental impacts associated with the specific project components outlined in the Master Plan. An Initial Study was prepared and distributed for public review to determine environmental issues of concern associated with construction of the proposed Master Plan, including those not previously addressed in the MDSP FEIR. Identified issues of concern were then addressed in the DEIR. Original project specific studies were completed to address project impacts associated with the following: traffic, noise, air quality, cultural resources and hazardous materials. Also, the EIR analyzed the project's impact on aesthetics/light and glare and utilities and services, and identified project specific mitigation measures to reduce these impacts. This DEIR also evaluates project specific alternatives in addition to the more general alternatives considered in the MDSP FEIR. The MDSP FEIR is conclusively presumed to be adequate pursuant to Public Resources Code Section 21167.2. As explained at pages 2-3 to 2-5 of the DEIR, where appropriate, information was incorporated in the DEIR from the MSDP FEIR and updated as necessary to address new conditions or analyze project characteristics. Also, the appropriate conditions of approval for the MDSP FEIR were included in the DEIR, along with the project specific mitigation measures identified. The DEIR also identifies how the conclusions of the DEIR relate to the findings of the MDSP FEIR.

In essence, the type and level of detail of analysis in the DEIR is comparable to the FEIR prepared for NBC Plaza. The reason that a tiered document was not completed for the NBC Plaza project was that the document was in public review at the same time as the MDSP FEIR. Therefore, since the MDSP was not approved at the time, a Project EIR was required for the NBC Plaza project.

- 8-2 The traffic study prepared for the Walt Disney Studios Master Plan included a comprehensive cumulative projects list, reviewed and approved by the City, which included the projects noted in this comment. Other potential projects, i.e., Burbank/Glendale/Pasadena Airport terminal expansion, Burbank/Glendale Rail Transit Project and the Warner Brothers Studios Expansion, have also been incorporated in the Walt Disney Studios EIR Traffic Study. See Response to Comment 30i-1 for a further analysis of these projects and the effect on the cumulative traffic impact analysis.

With respect to the proposed sports arena, the Disney Traffic Study concludes, on page 3-1, that "Although the City has executed an Exclusive Right to Negotiate concerning the development of a sports arena, the City's list of cumulative projects does not include the proposed project. No site has been selected, no professional sports franchises have agreed to play in the arena, and it is speculative whether the project will become a reality. In any event, the traffic impacts from a sports/entertainment arena would generally be expected to occur during off-peak hours.

Other than the specific comments responded to above, the commenter states that the MDSP EIR did not take into account the effects of various impacts, i.e., traffic and circulation, air quality, noise, light, glare, schools, land use, cultural resources and utilities and services citywide. No specificity regarding alleged defects is given. All impacts noted are addressed in detail in the relevant sections of the MDSP EIR and the Disney Studio EIR.

- 8-3 This comment represents the opinion of its preparer and will be considered during the decision making process. Please refer to Response to Comment 8-1 regarding the appropriateness of the environmental document prepared for the proposed project.
- 8-4 Since the preparer does not provide specific examples on how the analyses provided in the DEIR are inadequate, this comment is considered the opinion of the preparer and will be taken into consideration during the decision making process. Moreover, impacts on neighborhood streets are expected to be reduced to a level of insignificance. Please refer also to Response to Comment 8-2.
- 8-5 This comment represents the opinion of its preparer and will be considered during the decision making process. Please refer to Response to Comment 8-1 regarding the appropriateness of the analysis provided in the DEIR; also, please refer to Response to Comment 8-2 regarding the cumulative analysis provided in the DEIR.

8-6 Mitigation Measures 4.5.12 through 4.5.14, 4.6.1 through 4.6.10 and 4.7.1 through 4.7.4 are identified in the DEIR to reduce potential construction impacts. These measures include additional measures to those adopted as conditions of approval of the MDSP FEIR. Specifically, measures 4.5.12, 4.5.14 and 4.7.4 have been included to limit truck and construction vehicle traffic through residential areas, to avoid congested roadways and sensitive receptors, and to minimize trips and trip lengths. Every effort has been made to address the potential construction impacts associated with the Master Plan. Mitigation measures have or will be identified for the other projects cited in the comment. All appropriate feasible measures have been incorporated into the DEIR to reduce potential construction impacts to below the level of significance. Compliance with these mitigation measures will be ensured through the required mitigation monitoring program implemented for this project.

8-7 Section 4.5 and Appendix F of the DEIR provide a detailed description of the proposed Barham/Cahuenga Corridor improvement program being developed jointly by the City of Burbank, the City of Los Angeles, the County of Los Angeles and a coalition of local homeowner groups. The MDSP transportation impact fee ordinance, currently in development, will include an allowance for Burbank's share of the cost of the proposed improvement program. Mitigation Measure 4.5.6 requires Disney to participate on a fair share basis towards the proposed improvement program.

An EIR for the Burbank-Glendale-Los Angeles Rail Transit Project was prepared in June, 1992, for the Los Angeles County Transportation Commission. The summary of the EIR indicates that the project will have a beneficial impact on the region, with a projected reduction in vehicle miles travelled (VMT) of 37,800 daily vehicle miles.

Although not directly served by the proposed project, the Burbank Media District represents one of the study area's most significant commercial centers. Located 2.5 miles south of the Burbank City Center Station, the Media District could be accessed by means of a shuttle bus service similar to the system currently in operation in the District.

The Disney traffic study recognizes that although there would be some benefits from the reduction in regional trips on the local streets as a result of the rail project, the conservative assumption of the Disney traffic study did not provide credit for a reduction in traffic at local intersections due to the rail project.

8-8 As discussed in Section 4.4 of the DEIR, both the Police and Fire Departments of the City of Burbank were consulted during preparation of the document. As noted on pages 4-61 and 4-64 of the DEIR, correspondence from the police and fire departments, respectively, indicated that the Master Plan would not affect provision of services

by either department. Since Disney maintains its own substantial Security Force and volunteer fire protection force, implements a Crisis Management Plan and will incorporate fire and life safety codes into the design of new buildings, impacts to these services are not considered significant.

- 8-9 The Disney study area and methodology used to identify and report project trip generation and project related impacts at the intersections were expanded beyond the original MDSP study area, and include the most recent Neighborhood Protection Program. Project impacts were identified, and mitigation measures necessary to offset project impacts were recommended for the expanded study area. Mitigation measures include physical intersection improvements, as well as the implementation of a Transportation Demand Management Program designed to reduce the number of vehicle trips within the Burbank Media District and the adjacent residential neighborhoods. The study area was considered more than large enough to capture all of the significant impacts of the project.
- 8-10 This comment represents the opinion of its preparer, and will be considered during the decision making process. It should be noted, however, that since the MDSP FEIR, the proposed widening of the Ventura Freeway through Burbank has been recommended for funding by the LACTC staff and is now anticipated to be completed in 1994. In addition, the proposed RNPP is anticipated to result in a 59 percent reduction in through traffic along Riverside Drive. Please refer also to Response to Comments 7-2, 8-6 and 8-9.
- 8-11 The first portion of this comment represents the opinion of its preparer, and will be considered during the decision making process.
- With respect to the italicized language, it is anticipated that the improvements included in the final RNPP into the City's MDSP transportation impact fee ordinance, which is currently in development. Assuming the improvements are so included, residents will not be required to pay for these traffic mitigation measures.
- 8-12 Section 4.1 of the DEIR describes in detail the proposed Walt Disney Studios Master Plan's compatibility with the adjacent neighborhood. As described therein, the proposed project complies with all provisions of the adopted MDSP as related to neighborhood protection, including: setbacks, building heights, fencing, landscaping, access and circulation. See Response to Comment 7-2 for further information related to neighborhood protection and consistency with the MDSP goals and policies.
- 8-13 Please refer to Response to Comment 8-6.

8-14 For any building approved as part of this planned development, the applicant has agreed to pay all CFE impact fees or any other applicable fees assessed against commercial or industrial properties, if any, prior to the issuance of any building permit for that building. If no fee is adopted by that date, the applicant shall mitigate the impact by complying with the terms of the Development Agreement, a draft of which is on file with the Planning Division of the Community Development Department.

8-15 Refer to Response to Comment 5-7.

8-16 Please refer to Response to Comment 8-1 regarding the appropriateness of the environmental document completed for the proposed project. Since the preparer does not provide specific examples on how the analyses provided in the DEIR are inadequate, this comment is considered the opinion of the preparer and will be taken into consideration during the decision making process.

A summary of the public comments, including oral comments, is on file at the City. Both the written and oral comments received at the public scoping meeting were reviewed and addressed accordingly in the DEIR. These comments were also compared to the Initial Study prepared for the project by City staff, to ensure that the issues noted in the Initial Study were consistent with any issues that came out of the public scoping process.

8-17 Input concerning the proper scope of subjects in the DEIR was sought from numerous parties, including City departments, other governmental agencies, and from the general public, in the form of the public scoping meeting and an opportunity to submit written comments. The City had completed a CEQA Initial Study identifying some areas of concern prior to the public scoping meeting. Holding preliminary discussions with the EIR consultant and the applicant on areas of study already identified in the Initial Study does not denigrate the importance of added public comments on the scope of the DEIR. The City acknowledges that the applicant did submit language for certain sections of the DEIR for consideration by the City and the EIR preparer. However, all language proposed by the applicant was independently reviewed, edited and approved by the City and the EIR preparer prior to incorporation in the DEIR.

8-18 Attachment D, "Organizations and Persons Consulted," is hereby included and incorporated into the Final EIR.

8-19 Please refer to Response to Comment 7-10 regarding construction of a joint use helistop in the Media District.

The City has given no pre-approval or assurance to Disney, formally or informally, oral or written, concerning the approval of its proposed helistop.

- 8-20 The duration of an individual operation would not exceed the maximum single event standard, outlined in the Noise Ordinance. At an average speed of 70 knots, it would take a helicopter approximately 36 seconds to travel in the VFR corridor from the Griffith Park Equestrian Center to the proposed Disney Studios helistop. Takeoffs from the helipad would require the same amount of time to clear this area. A review of Section 21-222 of the Noise Ordinance specifies that any measured sound level not exceed an Lmax of 85 dBA for any noise occurring less than one minute per hour (the 65 dBA exterior noise standard plus a 20 dB adjustment).

The contours shown in Figures 4 through 9 of the Disney Studios Helistop Noise Impact Analysis Study (Appendix I) indicate that the Lmax of 85 dBA would not be exceeded at any noise sensitive receptor in the project vicinity.

Please also refer to Response to Comment 7-9. The last paragraph of this comment is the opinion of its preparer and would be taken into consideration during the decision making process.

- 8-21 The Property and Drapery project consists of 1) demolition of 46,000 square feet of warehouse space and 21,000 square feet of office trailer space, and 2) construction of a 62,000 square foot warehouse. In connection with the project, total building area on the Disney campus is reduced by approximately 5,000 square feet and total employment is reduced by approximately 85. Accordingly, following preparation of an Initial Study, the City determined that it was appropriate to issue a Negative Declaration under CEQA. In this DEIR, the Property and Drapery Warehouse is included in all analyses of impacts as if prior approval had not been granted. Therefore, project impacts have not been evaluated on a "piecemeal basis."

- 8-22 Please refer to Response to Comment 7-17 regarding permissible hours of construction and 7-18 regarding monitoring of conditions of approval implementation.

- 8-23 Proposed Disney Studios mitigation measure 4.5.12 requires that a construction truck route plan, identifying truck routes along major arterials and the frequency and hours of operation, be prepared and approved by the Public Works Director prior to approval of grading permits.

In addition, proposed mitigation measure 4.5.13 requires that provisions in contractor bid solicitations encourage contractors to prepare a trip reduction plan for construction crew vehicles intended to reduce potential vehicle trips on the road and identify parking locations for construction employees and equipment so as not to impact the residential community.

With implementation of the truck route plan, construction worker trip reduction/parking plan and the Traffic Management Plan, potential impacts to traffic flow and travel patterns during construction of the proposed project and improvements would be reduced to below the level of significance.

Currently, signs are posted on Riverside Drive prohibiting three axle commercial vehicles. The Police Department is charged with enforcing this prohibition and citizen complaints should be directed to the Police Department. There is no prohibition of three axle commercial vehicles on Keystone Street.

Section 35703 of the California Vehicle Code does not allow the City to prohibit any truck from traveling on any street when it is the most direct route to its destination. Further, all passenger buses under the jurisdiction of the Public Utilities Commission, such as tour buses or buses operated by universities, cannot be barred from traveling on any streets.

- 8-24 Concerning the Initial Study, there is no evidence that demolition or construction activity on the South Campus will have a significant adverse impact upon the adjacent open space. The space will remain available for recreational use. The ambient noise level is extremely high due to its proximity to the freeway. Finally, airborne dust is very high when the open space is in the use due to the lack of ground-cover.
- 8-25 Please refer to response to Comment 8-21 concerning the environmental analysis of the new property and drapery warehouse. It should be noted that the project will result in a net reduction in floor area.
- 8-26 Please refer to Response to Comment 8-21 concerning the environmental analysis of the new property and drapery warehouse. It should be noted that the project will result in a net reduction of on-campus employees, which will result in a reduction in demand for on-campus parking spaces. Concerning potential massing of the project at the center of the project site, such a scheme would require demolition of fully functional buildings that have been identified in Section 4.2 and Appendix E of the DEIR as potentially significant historic resources. As a result, such a scheme is considered to be infeasible.
- 8-27 Please refer to Response to Comment 8-2 regarding the appropriateness of the Initial Study prepared for the Property and Drapery project.
- 8-28 Please refer to Response to Comment 8-6 regarding construction impacts.

- 8-29 Please refer to Response to Comment 8-16 regarding the compatibility of the Master Plan with MDSP requirements as well as existing residential uses to the east.

Please refer to Response to Comment 7-2 regarding other residential areas that potentially could be affected by the proposed Disney Master Plan.

Existing residential areas to the north are currently buffered from the Disney Studios site by commercial properties, and potential future impacts associated with construction of the Master Plan have been reduced through compliance with the MDSP standards for building heights, setbacks and transportation demand management, among others.

- 8-30 A major effort of the proposed Disney Studios Master Plan is to provide adequate on-site parking so as to remove the need for employees and non-employees working on the lot from parking on neighborhood streets. As indicated in the traffic study, the proposed project includes a total of 7,843 parking spaces per the City of Burbank parking code. While the applicant has requested permission to reduce parking requirements below current code by Conditional Use Permit at any point not less than three years after project approval, the applicant will be required to demonstrate that there exists no substantial problem with Disney employees or any users of Disney facilities parking off site on surrounding neighborhood streets.

- 8-31 A detailed list of proposed, anticipated, and built but currently unoccupied developments was identified and provided by the City of Burbank. This list of cumulative projects, their locations, and trips generated is presented in Appendix B of this study. The City's list of cumulative projects contains 56 projects, of which 2 are already built and occupied and 5 are anticipated to be completed after 1996. For each of the remaining 49 projects, peak hour traffic was generated, distributed and assigned to the street system to reflect the forecast cumulative base.

There are 32 additional cumulative projects, primarily in the Hollywood and Universal City communities, that are anticipated to be built and occupied prior to 1996. Trips generated by these proposed projects were also distributed and assigned through the study area along logical travel corridors.

In addition to the forecast cumulative base traffic, a one percent annual ambient growth factor was applied at all the intersections to reflect growth between 1991 and 1996 from projects that may have not been included in the cumulative project list or projects that are too small or too geographically remote to document.

Please also refer to Response to Comment 30i-1 for additional information concerning the cumulative projects lists.

Based on the above information, the analysis methodology used to identify the baseline traffic condition has been adequately evaluated.

- 8-32 Please refer to Response to Comment 5-7.
- 8-33 The current development application includes a vesting map for the Disney campus. This map divides the Disney campus into eight separate parcels for financing and development purposes. Any future development on these parcels will have to be in conformance with the approved Master Plan for the site and consistent with all of the goals, policies, standards and regulations set forth by the City in the General Plan, Zoning Ordinance and MDSP. Any change in use from that analyzed in the DEIR for the proposed Master Plan would require further discretionary review by the City and additional environmental documentation.
- 8-34 The vacation of the air rights over Riverside Drive is listed as a discretionary action on page 2-1 of the DEIR. The aesthetic impacts of the structure are described in Section 4.3 of the DEIR. No significant impacts will result from this action. The proposed bridge will be funded and constructed by Disney for use by their employees or business guests only. Public access and use of this bridge will be prohibited. As a result of the vacation of these air rights from the City to Disney, Disney will also assume all financial and liability aspects associated with this structure.
- 8-35 Please refer to Responses to Comments 7-2, 7-3, 7-19 and 18-1 regarding the Rancho Neighborhood Protection Plan. As the commentor notes, the Rancho Community Traffic Reduction Program, prepared by Crain & Associates, is part of a larger Rancho Master Plan. The Crain Study focused on measures to reduce through traffic on Riverside Drive and improve the quality of life along that street. The Neighborhood Preservation Plan, presented in the commentors letters as Attachment F, represents a broader plan than the Crain Study and, as such, the two are not directly comparable.

Neither study is directed solely at mitigating impacts from the Disney project, but rather looks at the larger problems of traffic generated by all sources, local and regional, passing through the neighborhood.

Joan Klengler

- 9-1 This comment represents the opinion of its preparer, and will be considered during the decision making process.

Peter and Lydia do los Prados/Aracely de los Prados

- 10-1 This comment represents the opinion of its preparer, and will be considered during the decision making process.

Michele Crought

- 11-1 This comment represents the opinion of its preparer, and will be considered during the decision making process.

H. H. Maddren Jr.

- 12-1 Disney's comprehensive transportation demand management (TDM) program provides financial incentives to encourage employees to walk or ride the bus to work, as well as subsidizes monthly bus passes for employees. Also, Disney provides a free, propane powered shuttle to transport Disney employees between its various work sites in the Media District. These programs are ongoing, and will be updated or expanded in the future as conditions merit. Disney's TDM program is discussed in detail in Section 4.5 and in Appendix F of the DEIR.

Helen Simpson

- 13-1 This comment represents the opinion of its preparer, and will be considered during the decision making process.
- 13-2 This comment represents the opinion of its preparer, and will be considered during the decision making process.

Joy and Joe Luttge

- 14-1 This comment represents the opinion of its preparer, and will be considered during the decision making process.

Marjorie Jandt

- 15-1 This comment represents the opinion of its preparer, and will be considered during the decision making process.

Ken and Phyllis Sparling/Janet Sparling Bevard/Brian K. Sparling

- 16-1 This comment represents the opinion of its preparer, and will be considered during the decision making process.

Paul Chitlik

- 17-1 Disney's comprehensive transportation demand management program includes incentives to encourage employees to use bicycles as an alternative mode of transportation. Incentives include: provision of bicycle racks, financial incentives associated with participation in the Frequent Freeway Flyer Program, and promoting bicycling at the annual transportation fair. These programs are ongoing, and will be updated or expanded in the future as conditions merit. In addition, the proposed Master Plan includes a proposed employee fitness center, which will offer shower and locker opportunities for bicyclists, as well as for walkers and joggers. Disney's TDM program is discussed in detail in Section 4.5 and in Appendix F of the DEIR.

Hratch Manash

- 18-1 This comment represents the opinion of its preparer, and it will be considered during the decision making process. However, it should be noted that the proposed cul-de-sac at Keystone Street is not a component of the proposed project, but rather of the Draft Neighborhood Protection Plan (RNPP). While the Media District Specific Plan called for the City to develop a neighborhood protection plan, the RNPP has not yet been adopted by the City Council. There can be no assurance that the Keystone cul-de-sac, or any other feature in the plan, will ultimately be a part of the final plan as adopted by the City Council. It is contemplated that the improvements in the RNPP, as ultimately adopted by the City Council, will be included in the proposed MDSP transportation impact fee ordinance, which is currently in development.
- 18-2 Please refer to Response to Comment 7-18 regarding permissible hours of construction.
- 18-3 The Sunday and pre-7:00 a.m. construction activities cited in the Comment are a violation of the property and drapery warehouse project's conditions of approval and should not have occurred. The City has met with Disney concerning these events and has received assurances from Disney that the violations will not occur again. Disney has responded with warnings to its subcontractors that violations of the permissible construction hours, as noted in the project's Conditions of Approval, will be grounds for immediate termination. Please also refer to Response to Comment 8-6 regarding mitigation of construction impacts.

Evelyn Griffen

- 19-1 This comment represents the opinion of its preparer and will be considered during the decision making process. Please refer to Response to Comment 8-6 regarding mitigation of construction impacts.
- 19-2 The chain link fence surrounding its Team Disney building is in the process of being replaced by a custom designed, wrought iron fence.
- 19-3 This comment represents the opinion of its preparer and will be considered during the decision making process. The proposed Child Care Center is discussed on page 3-14 of the DEIR, and no adverse impacts from its location or operation were identified in the DEIR or are identified by the commentor.
- 19-4 Please refer to Responses to Comments 7-9 and 8-21.

Richard T. and Lisa M. Dickinson

- 20-1 This comment represents the opinion of its preparer, and will be considered during the decision making process.

William E. Bess

- 21-1 The Walt Disney Studios Master Plan and DEIR incorporate all of the requirements of the MDSP. As discussed in Sections 4.1 (Land Use), 4.3 (Aesthetics/Light and Glare), and 4.5 (Traffic and Circulation), the proposed project includes all the design and improvement requirements outlined in the MDSP. In addition, all appropriate conditions of approval associated with the MDSP have been included in the mitigation measures outlined in the DEIR.
- 21-2 Page 4-122 of the DEIR discusses the City's proposed Rancho Neighborhood Protection Program, including a listing of conceptual implementation measures that are preliminarily recommended to reduce or eliminate cut-through traffic in the Rancho Community. It is contemplated that the proposed RNPP improvements will be included in the proposed MDSP transportation impact fee ordinance, which is currently in development. As a result, Disney will pay its fair share of the cost of these improvements as, and when, new projects are developed on the lot. Please also refer to Response to Comments 7-2 and 7-3.
- 21-3 See Response to Comment 17-1 for a discussion of Disney's comprehensive Transportation Demand Management Program. With construction of the proposed parking garage, as well as implementation of Disney's TDM program and completion of a parking monitoring study (Mitigation Measure 4.5.11), adequate parking facilities will be

available on site. Therefore, satellite parking facilities would not be required to accommodate the employee consolidation on site.

- 21-4 According to Disney's planned development application, the proposed expansion is intended solely for internal Disney use. The Studio is, and will continue to be, a secured facility. Please also refer to Response to Comment 8-33 concerning the need for further discretionary review in the event of a proposed change in use.
- 21-5 Please refer to Response to Comment 8-16 regarding proposed setbacks and landscape treatments. The noise analysis prepared for the Master Plan concluded that projected traffic noise levels along Keystone Street did not exceed the City's exterior noise standard and, therefore, a noise barrier was not recommended. This technical study is provided in Appendix H and summarized on page 4-184 and Table 4.7.C of the DEIR. However, the need for incorporation of a noise attenuation barrier in the design of the Riverside/Keystone parking garage is identified on page 4-188 of the DEIR. This barrier is necessary to reduce potential "impulsive" noise associated with automobiles and garage sweepers.
- 21-6 The importance of the coordination of traffic between the Disney Studios and the Hospital has been part of the overall design of the proposed Disney Studios Master Plan. Key to the overall Disney Studios Master Plan is the relocation of the Disney's current Buena Vista Gate to the south, to align with the existing Saint Joseph Hospital main gate. The alignment of the two gates will provide for improved access to both facilities, as compared to existing conditions. Furthermore, the Disney Studios Master Plan will be required to relocate and signalize the new gate as part of their first phase of development. In addition, a striping plan has been prepared for Buena Vista between Alameda and Riverside to coordinate access between the Disney Studios and Saint Joseph Hospital.
- 21-7 This comment represents the opinion of its preparer and will be considered during the decision making process. It should be noted that this comment does not identify environmental issues that require analysis in an EIR.
- 21-8 This comment represents the opinion of its preparer and will be considered during the decision making process.

Gary Gabbert

- 22-1 This comment represents the opinion of its preparer and will be considered during the decision making process.

Graciela Ginez

- 23-1 This comment represents the opinion of its preparer and will be considered during the decision making process.

Mel Wick

- 24-1 This comment represents the opinion of its preparer and will be considered during the decision making process.

Howard and Yvonne Meland

- 25-1 This comment represents the opinion of its preparer and will be considered during the decision making process.

Hazel Walker

- 26-1 This comment represents the opinion of its preparer and will be considered during the decision making process.

Diane Bidesian

- 27-1 This comment represents the opinion of its preparer and will be considered during the decision making process.

Ed McGeean

- 28-1 This comment represents the opinion of its preparer and will be considered during the decision making process.

William L. Easley, Jr.

- 29-1 This comment represents the opinion of its preparer and will be considered during the decision making process.

4.0 COMMENTS RECEIVED AT THE AUGUST 3, 1992 PLANNING COMMISSION MEETING

David Gerred

- 30a-1 This comment represents the opinion of its preparer, and will be considered during the decision making process.

Terre Hirsch

- 30b-1 Please refer to Response to Comment 7-18 regarding the permissible hours of construction.

- 30b-2 In reality, the traffic study presents a conservative analysis of future traffic conditions. In 1996, for example, the study assumes 2.5 million square feet of additional Media District development will be built *and occupied*. In contrast, over the past five to seven years, absorption in the Media District has averaged approximately 250,000 square feet per year.

Moreover, the traffic study is not based on Disney and other trip generators meeting the 1.5 AVR target outlined in SCAQMD Regulation XV. Rather it assumes only a 7.5 percent increase in average vehicle ridership (AVR) by 1996 and 15 percent by 2000.

Finally, the traffic study is based on the premise that the MDSP mandated 23 percent reduction in total trips generated by 2010, and the conditions of approval of the NBC Plaza expansion, as well as all other cumulative projects, are implemented successfully. Successful implementation of these conditions will be accomplished due to the mitigation monitoring requirements of Section 21021.6 of the State Public Resources Code. Pursuant to this Section, the City must adopt a mitigation monitoring program and incorporate it into the Final EIR. This Program will be used to monitor the project's compliance with the conditions of approval during each of the phases of design, construction and operation. Due to the mitigation monitoring requirements of the State law, it is appropriate to anticipate that the traffic study accurately projects future conditions and is valid.

- 30b-3 CEQA does not require analysis of economic impacts unless such impacts result in a physical deterioration of an area (Section 15131(a) of the CEQA Guidelines); however, economic factors shall be considered by public agencies in making decisions on a project (Section 15131(c) of the CEQA Guidelines). Construction of the Master Plan would transform the site, especially the South Campus, from primarily an industrial character to more of an office/business park character; it clearly would not result in deterioration of this area of Burbank.

The project will provide additional jobs and tax revenues in the City. There is no evidence in the record as to whether the proposed project would result in an increase or decrease in property values.

30b-4 This comment represents the opinion of the commentor and will be considered during the decision making process. Please also refer to Response to Comment 8-33 concerning the need for further discretionary review in the event of a proposed change in use.

30b-5 Please refer to Response to Comment 7-18 regarding permissible hours of construction. The proposed cul-de-sac on Riverside Drive was considered during deliberations on the MDSP, and is not considered practical. However, please refer to Response to Comments 7-2, 7-3, 7-19 and 18-1 concerning the proposed Rancho Neighborhood Protection Program. The proposed program, if implemented, is expected to result in a 59 percent reduction in through traffic on Riverside Drive.

Tomme Lenz

30c-1 This comment represents the opinion of the commentor, and will be considered during the decision making process.

Ivan Cregger

30d-1 This comment represents the opinion of the commentor, and will be considered during the decision making process.

Helen Cregger

30e-1 This comment represents the opinion of the commentor, and will be considered during the decision making process.

Evelyn Griffen

30f-1 Section 4.7 of the DEIR summarizes the potential noise impacts associated with the proposed helistop. The complete Helicopter Noise Impact Assessment is attached to the DEIR as Appendix I. The results of this analysis indicated that no significant noise impacts would occur with operation of the helistop. Please refer also to Response to Comments 8-21 and 30m-4.

30f-2 Alan Epstein from Disney Development Company stated at the Planning Commission meeting that the Disney Studios Master Plan does not include a hotel. Please also refer to Response to Comment 8-33

concerning the need for further discretionary review in the event of a proposed change in use.

- 30f-3 This comment represents the opinion of the commentor, and will be considered during the decision making process. It should be noted that most of the vendor activities proposed in the Master Plan are expansions of existing facilities and businesses currently operating on the Disney Studios site.

Margaret Larson

- 30g-1 This comment represents the opinion of the commentors, and will be considered during the decision making process.

Bob Richards

- 30h-1 This comment represents the opinion of the commentor, and will be considered during the decision making process.

Ted McConkey

- 30i-1 The cumulative projects identified by the commentor have been incorporated in the Walt Disney Studios EIR Traffic Study, as described in more detail below:

1. Burbank-Glendale-Los Angeles Rail Transit Project

The Burbank-Glendale-Los Angeles Rail Transit project description is consistent with the discussion presented in Chapter 5 of The Walt Disney Studios PDA Traffic Study, July 8, 1992.

The traffic analysis in the Burbank-Glendale-Los Angeles Rail Transit EIR evaluated only local intersections in the vicinity of the proposed rail stations, as these would be the primary intersections impacted by vehicular trips to and from the proposed rail project. As the nearest rail station along this line is located approximately 2.5 miles from the Media District, at the Burbank City Center, traffic impacts due to vehicular traffic to and from the stations will not negatively impact intersections within proximity of the Walt Disney Studios. Intersections more distant to the rail stations would actually experience a benefit as vehicular drivers will be provided an opportunity to switch to other modes of transit. Please also refer to Response to Comment 8-7.

2. Burbank-Glendale-Pasadena Airport Terminal Replacement Project

The City of Burbank Cumulative Project List, presented in Appendix B of The Walt Disney Studios PDA Traffic Study, July 8, 1992, does include Cumulative Project #43: Airport Expansion Terminal Replacement.

As indicated in the Airport Terminal Replacement EIR project description, Phase 1 of the proposed terminal replacement will be complete in 1998 and Phase 2 in 2010. In 1998, the proposed Airport Expansion Terminal Replacement will generate approximately 950 new PM peak hour trips.

For purposes of the Disney Studios traffic study 1996 baseline analysis, the Airport Expansion project was assumed to generate approximately 440 PM peak hour trips. The growth assumption in the Disney Studios traffic study represents the incremental increase in 1996 peak hour traffic associated with the proposed 1998 project completion target. Baseline conditions for the years 2000 and 2010 include partial and full build out of the proposed Airport Expansion Terminal Replacement Project. In addition, the Airport Terminal Replacement traffic analysis forecasts no significant traffic impacts for the intersections in the vicinity of the Disney Studios site as a result of the proposed airport expansion.

Consistent with CEQA requirements, therefore, this project has been properly evaluated as a cumulative project in the Walt Disney Studios PDA Traffic Study.

3. Warner Brothers Studios Expansion Project

The City of Burbank Cumulative Project List, presented in Appendix B of The Walt Disney Studios PDA Traffic Study, July 8, 1992, does include Cumulative Project #9: Warner Bros. 150,000 square foot office project. Therefore, consistent with CEQA requirements, this project has also been properly evaluated as a cumulative project in the Walt Disney Studios PDA Traffic Study.

30i-2 Please refer to Response to Comment 8-22.

30i-3 Acquisition of air easements generally occurs on a project by project basis and would not have been addressed in the MDSP. Section 31-2105 of the Burbank Municipal Code, which was adopted as part of the Media District Overlay Zone, defines a helistop as a use permitted in an MDM-1 zone upon the granting of a Conditional Use Permit. Disney has sought such a CUP as a part of its planned development application.

- 30i-4 This comment represents the opinion of the commentor, and will be considered during the decision making process. Please refer to Responses to Comments 7-9 and 8-21.
- 30i-5 Please refer to Response to Comment 21-2 regarding neighborhood protection.
- 30i-6 Please refer to Response to Comment 7-18 regarding permissible hours for construction.

Jules Kimmett

- 30j-1 This comment represents the opinion of its preparer and will be considered during the decision making process. It should be noted that a public scoping meeting was held on February 5, 1992, and a public hearing was held at the Planning Board on August 3, 1992. In addition to these public forums, a public hearing will also be held during a City Council meeting. The three public forums will provide adequate opportunity for public input into the EIR process. Please refer to Response to Comment 8-16 regarding the Master Plan's conformance with MDSP requirements.

David Mark

- 30k-1 This comment is the opinion of the commentor, and will be considered during the decision making process.

Lorraine Bellis-Mark

- 30l-1 This comment represents the opinion of the commentor, and will be considered during the decision making process.

Gary Lambeth

- 30m-1 Section 4.5 and Appendix F of the DEIR present a comprehensive analysis of the traffic impacts of the proposed project. Please refer to Response to Comment 30f-1 regarding impacts associated with the proposed helistop.
- 30m-2 Refer to Response to Comment 8-9.
- 30m-3 Please refer to Responses to Comments 7-2, 7-3, 7-19, 7-20, 8-35, 8-40, 8-42, 8-44 and 18-1.

As identified in the study, trip generation rates for the proposed Disney Studios Master Plan build out are based on empirical traffic counts conducted at six driveway locations and two internal roadway locations in September, 1991. The trip generation rates include employee, vendor, and delivery trips to and from the Disney Studios.

30m-4 This comment reflects the opinion of the commentor, and will be considered during the decision making process.

On page 4-191, the discussion states that, "For the proposed Walt Disney Studios' helistop, the CNEL levels are about 30 dB lower than the existing ambient noise and, therefore, no significant CNEL noise impact is anticipated. Please refer to Response to Comment 8-21 regarding potential noise impacts of the helistop.

The noise contour shown in Figure 4.7.4 does not affect residential uses. All residential uses are east and north of the contour line shown.

Please refer also to Response to Comment 30f-1.

Barbara Briel

30n-1 During construction of the parking garage, construction vehicles, including trucks, will access the construction area via Riverside Drive. To reduce potential traffic impacts, a construction truck route plan identifying truck routes along major arterials and avoiding residential streets, and the frequency and hours of operation are included as Mitigation Measure 4.5.12.

30n-2 Please refer to Response to Comment 7-9 regarding the purpose of the proposed helistop and Response to Comment 30f-1 regarding impacts associated with the proposed helistop.

30n-3 Mitigation Measure 4.5.12 of the DEIR requires completion of a Construction Truck Route Plan, approved by the Public Works Director which will identify the frequency and hours of operation for truck activity during construction, and that will avoid residential streets.

30n-4 As indicated in the Disney Phase 1 mitigation measures, the proposed improvements to the Buena Vista/Alameda intersection include traffic signal modifications that would add left-turn signal phasing. This improvement would address any additional traffic movements, including construction traffic, at this intersection. Please refer to Response to Comments 8-21, 30f-1 and 30m-4 concerning the need for, and anticipated impacts of, the proposed helistop.

30n-5 This comment represents the opinion of its preparer and will be considered during the decision making process.

30n-6 As noted in the DEIR, this project necessitates the need for construction of a new substation on the Disney property. If the City and Disney agree, this substation may be sized to accommodate additional demand beyond that required by the Disney project from other projects in this portion of the City. In such event, and provided Disney grants to the City an easement to construct, operate and maintain a substation on its property, the City would not have to bear the cost of acquiring land for a new substation to accommodate the additional non-Disney demand. As a result, the cost of construction of the substation and related improvements may be borne by the City, because the substation would serve customers beyond the Walt Disney Studios. If the Walt Disney Studios project uses all of the substation capacity, the costs of this facility would be borne by Walt Disney Studios.

Andrew Quadrini

30o-1 This comment represents the opinion of the commentor, and will be considered during the decision making process.

Dianne Adams

30p-1 Please refer to Response to Comment 7-9 regarding the purpose for the helistop.

30p-2 This comment represents the opinion of the commentor, and will be considered during the decision making process. It should be noted that this comment is not an environmental issue that requires analysis in an EIR.

30p-3 Please refer to Response to Comment 21-3 regarding the adequacy of on-site parking facilities.

Refer to Chapter 5 of the Disney Studios Master Plan Traffic Study for a discussion of Disney's comprehensive transportation demand management program, including the availability of financial incentive thereunder.

30p-4 This comment represents the opinion of the commentor, and will be considered during the decision making process. It should be noted that this comment is not related to the project and is not an environmental issue that requires analysis in an EIR.

Robert Clark

- 30q-1 This comment represents the opinion of the commentor, and will be considered during the decision making process.

Jean Crawford Donald

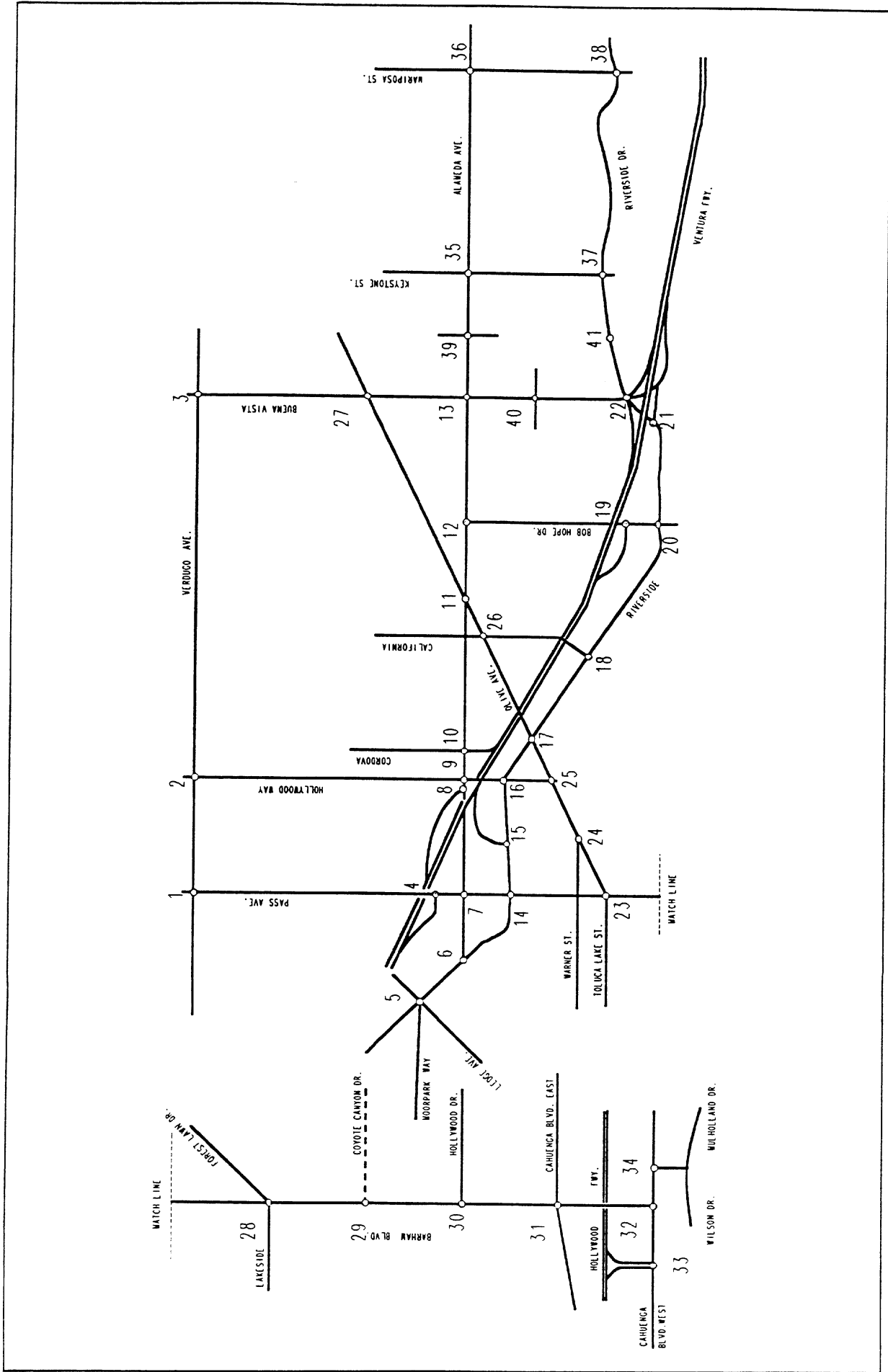
- 30r-1 This comment represents the opinion of the commentor, and will be considered during the decision making process.
- 30r-2 As described in the DEIR on page 3-14, the proposed child care center will be operated by Disney for children of Disney employees who work in Burbank and Glendale.

Irene Lukowski

- 30s-1 Please refer to Response to Comment 8-6 regarding measures to reduce potential construction impacts and Response to Comment 7-18 regarding the permissible hours of construction.

Warren Ettleman

- 30t-1 This comment represents the opinion of the commentor, and will be considered during the decision making process.



5/11/92(CBU201)

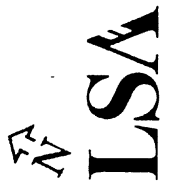


Figure 2-1

Study Intersection Location Map

Table 7-B - Year 2000 Peak Hour Ramp Traffic Volumes with Disney Project and TDM

Ramp Location	# of Lanes	Capacity *	Pk. Hr. Volumes		V/C Ratios	
			AM	PM	AM	PM
Westbound SR-134 Off-ramp at Buena Vista	1	1,500	1,487	863	0.99	0.58
Eastbound SR-134 On-ramp at Buena Vista	1	1,500	614	1,526	0.41	1.02
Westbound SR-134 On-ramp at Buena Vista	1	1,500	599	927	0.40	0.62
Eastbound SR-134 Off-ramp at Bob Hope	1	1,500	1,436	900	0.96	0.60

* Per Caltrans Traffic Operations methodology, a single lane ramp capacity is estimated at 1,500 vph.

INTERSECTION 22 - Aggregated Peak Hour Turn Volumes

I/S: CASE:	BUENA VISTA/RIVERSIDE/VENTURA RAMPS						BASELINE 1996				BASELINE 2000				DISNEY 2				BASELINE 2000 w/DISNEY 2				DISNEY AUGMENT EXPECTED 2010			
	EXISTING 1991	AM	PM	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SUM=	2,587	2,728	3,172	3,503	482		3,832	3,985	3,722	3,978	479	310	4,201	4,288	3,926	4,272			4,201	4,288	3,926	4,272				
NBL	189	71	305	85	0		305	85	313	83	0	0	313	83	332	79			313	83	332	79			WB Off	
NBT	636	511	739	617	18		864	635	857	613	43	7	900	620	881	563			900	620	881	563			WB Off	
NBR	78	49	151	136	18		227	155	196	146	79	13	274	160	197	138			274	160	197	138			WB Off	
SBL	58	84	95	98	72		168	128	160	144	73	18	233	162	213	202			233	162	213	202				
SBT	440	460	523	753	83		554	836	548	857	7	24	555	881	540	934			555	881	540	934			EB On*	
SBR	243	356	280	401	52		300	454	295	484	4	13	299	497	287	574			299	497	287	574			WB On	
EBL	299	177	398	354	0		398	354	395	351	0	0	395	351	388	342			395	351	388	342			WB On*	
EBT	267	401	236	324	42		503	366	416	380	199	34	615	414	398	450			615	414	398	450				
EBR	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0			0	0	0	0				
WBL	44	42	99	119	14		112	188	89	164	18	56	107	219	50	158			107	219	50	158			EB On	
WBT	275	432	271	466	23		294	588	331	564	32	100	363	664	458	606			363	664	458	606			WB On*	
WBR	59	145	75	149	32		108	197	122	193	24	44	146	237	183	226			146	237	183	226				

INTERSECTION 22 - Disaggregated Peak Hour Turn Volumes

I/S: CASE:	BUENA VISTA/RIVERSIDE/VENTURA RAMPS						BASELINE 1996				BASELINE 2000				DISNEY 2				BASELINE 2000 w/DISNEY 2				DISNEY AUGMENT EXPECTED 2010			
	EXISTING 1991	AM	PM	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SUM=	2,587	2,728	3,172	3,503	482		3,832	3,985	3,722	3,978	479	310	4,201	4,288	3,926	4,272			4,201	4,288	3,926	4,272				
NBL	189	71	305	85	0		305	85	313	83	0	0	313	83	332	79			313	83	332	79			WB Off	
NBT	636	511	739	617	18		864	635	857	613	43	7	900	620	881	563			900	620	881	563			WB Off	
NBR	78	49	151	136	18		227	155	196	146	79	13	274	160	197	138			274	160	197	138			WB Off	
SBL	58	84	95	98	72		168	128	160	144	73	18	233	162	213	202			233	162	213	202			EB On	
SBT-F'way	374	399	378	576	26		404	646	399	659	7	24	406	683	391	716			406	683	391	716				
SBT-R'side	66	61	145	177	5		150	190	149	198	0	0	149	198	149	217			149	198	149	217			WB On	
SBR	243	356	280	401	52		300	454	295	484	4	13	299	497	287	574			299	497	287	574			WB On	
EBL-F'way	197	35	197	155	0		197	155	196	154	0	0	196	154	192	150			196	154	192	150			WB On	
EBL-B. Vista	102	142	201	199	94		295	213	255	206	70	12	325	218	223	200			325	218	223	200				
EBT-R'side	267	401	236	324	173		408	352	361	371	129	22	489	393	371	442			489	393	371	442				
EBR	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0			0	0	0	0				
WBL	44	42	99	119	14		112	188	89	164	18	56	107	219	50	158			107	219	50	158			EB On	
WBT-R'side	178	327	211	331	5		216	358	253	366	7	22	260	388	352	407			260	388	352	407				
WBT-F'way	97	105	60	135	18		78	230	79	199	25	78	104	276	106	199			104	276	106	199			WB On	
WBR	59	145	75	149	32		108	197	122	193	24	44	146	237	183	226			146	237	183	226				

* Base movements were in error and required disaggregation.

CMA CALCULATIONS

INTERSECTION: BARHAM/CAHUENGA BL (EAST)
 CONDITION: Existing 1991

NUMBER OF LANES

Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Total Lanes
Northbound	0	1	1	0	0	0	2
Southbound	0	0	2	1	0	0	3
Eastbound	0	0	0	0	0	0	0
Westbound	0	1	0	0	2	0	3

INPUT VOLUMES

Approach	AM				PM			
	Left	Through	Green	Red	Left	Through	Green	Red
Northbound	28	455	0	0	41	843	0	0
Southbound	0	2757	138	0	0	1910	167	0
Eastbound	0	0	0	0	0	0	0	0
Westbound	225	79	883	476	215	125	1051	383

ASSIGNED LANE VOLUMES

Approach	AM						PM					
	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared
Northbound	N/A	172	310	N/A	N/A	N/A	N/A	340	544	N/A	N/A	N/A
Southbound	N/A	N/A	965	965	N/A	N/A	N/A	N/A	692	692	N/A	N/A
Eastbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Westbound	N/A	304	N/A	N/A	442	N/A	N/A	341	N/A	N/A	525	N/A

AM		PM	
North-South Critical Volumes.....	993	North-South Critical Volumes.....	733
East-West Critical Volume.....	304	East-West Critical Volume.....	525
The Sum of Critical Volumes.....	1297	The Sum of Critical Volumes.....	1258
Number of Signal Phases.....	3	Number of Signal Phases.....	3
ICU VALUE.....	0.910	ICU VALUE.....	0.883
LEVEL OF SERVICE.....	E	LEVEL OF SERVICE.....	D

03-Sep-92

CMA CALCULATIONS

INTERSECTION: BARHAM/CAHUENGA BL (EAST)
 CONDITION: Baseline 1996 with 7.5% TDM

NUMBER OF LANES

Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Total Lanes
Northbound	0	1	1	0	0	0	2
Southbound	0	0	2	1	0	0	3
Eastbound	0	0	0	0	0	0	0
Westbound	0	1	0	0	2	0	3

INPUT VOLUMES

Approach	AM				PM			
	Left	Through	Right on		Left	Through	Right on	
			Green	Red			Green	Red
Northbound	28	627	0	0	45	1092	0	0
Southbound	0	2822	179	0	0	2276	197	0
Eastbound	0	0	0	0	0	0	0	0
Westbound	228	65	1121	406	319	254	1295	227

ASSIGNED LANE VOLUMES

Approach	AM						PM					
	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared
Northbound	N/A	257	398	N/A	N/A	N/A	N/A	456	682	N/A	N/A	N/A
Southbound	N/A	N/A	1000	1000	N/A	N/A	N/A	N/A	824	824	N/A	N/A
Eastbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Westbound	N/A	294	N/A	N/A	561	N/A	N/A	573	N/A	N/A	647	N/A

AM		PM	
North-South Critical Volumes.....	1029	North-South Critical Volumes.....	869
East-West Critical Volume.....	294	East-West Critical Volume.....	647
The Sum of Critical Volumes.....	1322	The Sum of Critical Volumes.....	1517
Number of Signal Phases.....	3	Number of Signal Phases.....	3
ICU VALUE.....	0.928	ICU VALUE.....	1.064
LEVEL OF SERVICE.....	E	LEVEL OF SERVICE.....	F

CMA CALCULATIONS

INTERSECTION: BARHAM/CAHUENGA BL (EAST)
 CONDITION: Baseline 1996 w/Disney Phase 1 (7.5% TDM)

NUMBER OF LANES

Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Total Lanes
Northbound	0	1	1	0	0	0	2
Southbound	0	0	2	1	0	0	3
Eastbound	0	0	0	0	0	0	0
Westbound	0	1	0	0	2	0	3

INPUT VOLUMES

Approach	AM				PM			
	Left	Through	Right on		Left	Through	Right on	
Northbound	28	682	0	0	45	1103	0	0
Southbound	0	2840	179	0	0	2335	197	0
Eastbound	0	0	0	0	0	0	0	0
Westbound	228	65	1181	383	319	254	1255	274

ASSIGNED LANE VOLUMES

Approach	AM							PM					
	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared		Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared
Northbound	N/A	284	426	N/A	N/A	N/A		N/A	461	687	N/A	N/A	N/A
Southbound	N/A	N/A	1007	1007	N/A	N/A		N/A	N/A	844	844	N/A	N/A
Eastbound	N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A
Westbound	N/A	294	N/A	N/A	591	N/A		N/A	573	N/A	N/A	628	N/A

AM		PM	
North-South Critical Volumes.....	1035	North-South Critical Volumes.....	889
East-West Critical Volume.....	294	East-West Critical Volume.....	628
The Sum of Critical Volumes.....	1328	The Sum of Critical Volumes.....	1516
Number of Signal Phases.....	3	Number of Signal Phases.....	3
ICU VALUE.....	0.932	ICU VALUE.....	1.064
LEVEL OF SERVICE.....	E	LEVEL OF SERVICE.....	F

CMA CALCULATIONS

INTERSECTION: BARHAM/CAHUENGA BL (EAST)
 CONDITION: Baseline 1996 w/Disney Phase 1 w/Mitigation (7.5% TDM)

NUMBER OF LANES

Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Total Lanes
Northbound	0	1	2	0	0	0	3
Southbound	0	0	2	1	0	0	3
Eastbound	0	0	0	0	0	0	0
Westbound	0	1	0	0	2	0	3

INPUT VOLUMES

AM					PM			
Approach	Left	Through	Right on		Left	Through	Right on	
			Green	Red			Green	Red
Northbound	28	682	0	0	45	1103	0	0
Southbound	0	2840	179	0	0	2335	197	0
Eastbound	0	0	0	0	0	0	0	0
Westbound	228	65	1011	554	319	254	207	1322

ASSIGNED LANE VOLUMES

AM							PM					
Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared
Northbound	N/A	142	568	N/A	N/A	N/A	N/A	232	916	N/A	N/A	N/A
Southbound	N/A	N/A	1007	1007	N/A	N/A	N/A	N/A	844	844	N/A	N/A
Eastbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Westbound	N/A	294	N/A	N/A	505	N/A	N/A	573	N/A	N/A	103	N/A

AM				PM			
North-South Critical Volumes.....	1035			North-South Critical Volumes.....	916		
East-West Critical Volume.....	294			East-West Critical Volume.....	573		
The Sum of Critical Volumes.....	1328			The Sum of Critical Volumes.....	1489		
Number of Signal Phases.....	3			Number of Signal Phases.....	3		
ICU VALUE.....	0.871			ICU VALUE.....	0.976		
LEVEL OF SERVICE.....	D			LEVEL OF SERVICE.....	E		

CMA CALCULATIONS

INTERSECTION: BARHAM/CAHUENGA BL (EAST)
 CONDITION: Baseline 2000 with 15% TDM

NUMBER OF LANES

Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Total Lanes
Northbound	0	1	1	0	0	0	2
Southbound	0	0	2	1	0	0	3
Eastbound	0	0	0	0	0	0	0
Westbound	0	1	0	0	2	0	3

INPUT VOLUMES

AM					PM			
Approach	Left	Through	Right on		Left	Through	Right on	
			Green	Red			Green	Red
Northbound	27	730	0	0	43	1090	0	0
Southbound	0	2763	174	0	0	2380	197	0
Eastbound	0	0	0	0	0	0	0	0
Westbound	216	62	1265	339	302	240	1148	359

ASSIGNED LANE VOLUMES

AM							PM					
Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared
Northbound	N/A	311	445	N/A	N/A	N/A	N/A	459	673	N/A	N/A	N/A
Southbound	N/A	N/A	979	979	N/A	N/A	N/A	N/A	859	859	N/A	N/A
Eastbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Westbound	N/A	278	N/A	N/A	633	N/A	N/A	542	N/A	N/A	574	N/A

AM		PM	
North-South Critical Volumes.....	1006	North-South Critical Volumes.....	902
East-West Critical Volume.....	278	East-West Critical Volume.....	574
The Sum of Critical Volumes.....	1283	The Sum of Critical Volumes.....	1476
Number of Signal Phases.....	3	Number of Signal Phases.....	3
ICU VALUE.....	0.901	ICU VALUE.....	1.036
LEVEL OF SERVICE.....	E	LEVEL OF SERVICE.....	F

CMA CALCULATIONS

INTERSECTION: BARHAM/CAHUENGA BL (EAST)
 CONDITION: Baseline 2000 w/Improvements (15% TDM)

NUMBER OF LANES

Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Total Lanes
Northbound	0	1	2	0	0	0	3
Southbound	0	0	2	1	0	0	3
Eastbound	0	0	0	0	0	0	0
Westbound	0	1	0	0	2	0	3

INPUT VOLUMES

Approach	AM				PM			
	Left	Through	Right on Green	Red	Left	Through	Right on Green	Red
Northbound	27	730	0	0	43	1090	0	0
Southbound	0	2763	174	0	0	2380	197	0
Eastbound	0	0	0	0	0	0	0	0
Westbound	216	62	1083	522	302	240	1163	344

ASSIGNED LANE VOLUMES

Approach	AM						PM					
	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared
Northbound	N/A	163	593	N/A	N/A	N/A	N/A	235	898	N/A	N/A	N/A
Southbound	N/A	N/A	979	979	N/A	N/A	N/A	N/A	859	859	N/A	N/A
Eastbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Westbound	N/A	278	N/A	N/A	541	N/A	N/A	542	N/A	N/A	581	N/A

AM				PM			
North-South Critical Volumes.....	1006			North-South Critical Volumes.....	902		
East-West Critical Volume.....	278			East-West Critical Volume.....	581		
The Sum of Critical Volumes.....	1283			The Sum of Critical Volumes.....	1483		
Number of Signal Phases.....	3			Number of Signal Phases.....	3		
ICU VALUE.....	0.842			ICU VALUE.....	0.973		
LEVEL OF SERVICE.....	D			LEVEL OF SERVICE.....	E		

CMA CALCULATIONS

INTERSECTION: BARHAM/CAHUENGA BL (EAST)
 CONDITION: Baseline 2000 w/Disney Phase 2 (15% TDM)

NUMBER OF LANES

Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Total Lanes
Northbound	0	1	1	0	0	0	2
Southbound	0	0	2	1	0	0	3
Eastbound	0	0	0	0	0	0	0
Westbound	0	1	0	0	2	0	3

INPUT VOLUMES

Approach	AM				PM			
	Left	Through	Right on Green	Right on Red	Left	Through	Right on Green	Right on Red
Northbound	27	764	0	0	43	1095	0	0
Southbound	0	2774	174	0	0	2415	197	0
Eastbound	0	0	0	0	0	0	0	0
Westbound	216	62	1303	325	302	240	1123	387

ASSIGNED LANE VOLUMES

Approach	AM						PM					
	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared
Northbound	N/A	328	462	N/A	N/A	N/A	N/A	462	676	N/A	N/A	N/A
Southbound	N/A	N/A	983	983	N/A	N/A	N/A	N/A	871	871	N/A	N/A
Eastbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Westbound	N/A	278	N/A	N/A	651	N/A	N/A	542	N/A	N/A	562	N/A

AM		PM	
North-South Critical Volumes.....	1009	North-South Critical Volumes.....	913
East-West Critical Volume.....	278	East-West Critical Volume.....	562
The Sum of Critical Volumes.....	1287	The Sum of Critical Volumes.....	1475
Number of Signal Phases.....	3	Number of Signal Phases.....	3
ICU VALUE.....	0.903	ICU VALUE.....	1.035
LEVEL OF SERVICE.....	E	LEVEL OF SERVICE.....	F

CMA CALCULATIONS

INTERSECTION: BARHAM/CAHUENGA BL (EAST)
 CONDITION: Baseline 2000 w/Disney Phase 2 w/MDSP Improvements (15% TDM)

NUMBER OF LANES

Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Total Lanes
Northbound	0	1	2	0	0	0	3
Southbound	0	0	2	1	0	0	3
Eastbound	0	0	0	0	0	0	0
Westbound	0	1	0	0	2	0	3

INPUT VOLUMES

Approach	AM				PM			
	Left	Through	Right on Green	Right on Red	Left	Through	Right on Green	Right on Red
Northbound	27	764	0	0	43	1095	0	0
Southbound	0	2774	174	0	0	2415	197	0
Eastbound	0	0	0	0	0	0	0	0
Westbound	216	62	1112	516	302	240	1159	351

ASSIGNED LANE VOLUMES

Approach	AM						PM					
	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared
Northbound	N/A	174	616	N/A	N/A	N/A	N/A	237	902	N/A	N/A	N/A
Southbound	N/A	N/A	983	983	N/A	N/A	N/A	N/A	871	871	N/A	N/A
Eastbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Westbound	N/A	278	N/A	N/A	556	N/A	N/A	542	N/A	N/A	580	N/A

AM		PM	
North-South Critical Volumes.....	1009	North-South Critical Volumes.....	913
East-West Critical Volume.....	278	East-West Critical Volume.....	580
The Sum of Critical Volumes.....	1287	The Sum of Critical Volumes.....	1493
Number of Signal Phases.....	3	Number of Signal Phases.....	3
ICU VALUE.....	0.844	ICU VALUE.....	0.979
LEVEL OF SERVICE.....	D	LEVEL OF SERVICE.....	E

CMA CALCULATIONS

INTERSECTION: BARHAM/CAHUENGA BL (EAST)
 CONDITION: Disney Augmented Expected 2010 (MDSP Improvements)

NUMBER OF LANES

Approach	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Total Lanes
Northbound	0	1	2	0	0	0	3
Southbound	0	0	2	1	0	0	3
Eastbound	0	0	0	0	0	0	0
Westbound	0	1	0	0	2	0	3

INPUT VOLUMES

Approach	AM				PM			
	Left	Through	Right on Green	Right on Red	Left	Through	Right on Green	Right on Red
Northbound	23	883	0	0	37	1062	0	0
Southbound	0	2579	162	0	0	2530	197	0
Eastbound	0	0	0	0	0	0	0	0
Westbound	185	53	1292	435	260	206	1070	385

ASSIGNED LANE VOLUMES

Approach	AM						PM					
	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared	Left Only	Left Shared	Through Only	Right Shared	Right Only	L/T/R Shared
Northbound	N/A	225	681	N/A	N/A	N/A	N/A	243	856	N/A	N/A	N/A
Southbound	N/A	N/A	914	914	N/A	N/A	N/A	N/A	909	909	N/A	N/A
Eastbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Westbound	N/A	238	N/A	N/A	646	N/A	N/A	466	N/A	N/A	535	N/A

AM

North-South Critical Volumes..... 937
 East-West Critical Volume..... 238

 The Sum of Critical Volumes..... 1175
 Number of Signal Phases..... 3
 ICU VALUE..... 0.770
 LEVEL OF SERVICE..... C

PM

North-South Critical Volumes..... 946
 East-West Critical Volume..... 466

 The Sum of Critical Volumes..... 1412
 Number of Signal Phases..... 3
 ICU VALUE..... 0.926
 LEVEL OF SERVICE..... E

ORGANIZATIONS AND PERSONS CONSULTED

CITY OF BURBANK

1. Roger Baker
Community Development Department
2. Steve Somers
Community Development Department
3. Tim Foy
Community Development Department
4. Mary Riley
Assistant City Attorney
5. Ron Morris
Public Works Department
6. Paul Thyamagondalu
Public Works Department
7. Ronald Stassi
Public Services Department
8. Peter Frankel
Public Services Department
9. Dave King
Public Works Department
10. Michael Davis
Fire Department
11. Terre Hirsch
Community Development Department
12. Captain T. Hoefel
Police Department
13. Janice G. Bartolo
Parks and Recreation Department
14. Mary J. Alvord
Parks and Recreation Department

ATTACHMENT D

PUBLIC UTILITIES

15. Robert Stewart
Southern California Gas Company

THE WALT DISNEY COMPANY

16. Alan Epstein
Vice President - Disney Development Company

17. Bruce Berg
Director of Development - Disney Development Company

18. David Nelson
Development Manager - Disney Development Company

19. Felicia Altmeyer
Vice President - The Walt Disney Company

ATTACHMENT D

REPORT FOR FILE : DISNTEST

1. Site Variables

U=	0.5 M/S	ZO=	100.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	7.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	*	LINK COORDINATES (M)				*	TYPE	VPH	EF (G/MI)	H (M)	W (M)
	*	X1	Y1	X2	Y2	*					
A. BUENA VISTA		1000	2000	1000	0		AG	1424	26.1	0.0	20.0
B. ALAMEDA		0	1000	2000	1000		AG	1872	26.1	0.0	20.0

LINK	*	MIXW		STPL	DCLT	ACCT	SPD	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
	*	L (M)	R (M)	(M)	(SEC)	(SEC)	(MPH)						
A.		0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
B.		0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0

3. Receptor Coordinates

RECEPTOR		X	Y	Z
1		984	1059	1.8

EMFAC7PC EMISSION FACTORS
VERSION :EMFAC7D ...11/88

YEAR : 2000 TEMPERATURE : 75
PERCENT VMT COLD : 50.0 PERCENT VMT HOT : 10.0

PM10 Percent Exhaust : 99.1 Tire Wear : 40.0
Sulfur Content Leaded :450.0 ppm Unleaded :200.0 ppm
Sulfur Content Diesel :0.280 %

	GRAMS PER MILE		
Speed	TOG	CO	NOX
45 MPH	0.56	6.42	0.90

Idle Emission Factors				
TOG	0.11	Gr/Min	Fuel Use	25.3 MPG
CO	0.95	Gr/Min	PM10	0.094 GR/MILE
NOx	0.08	Gr/Min	Sox	0.059 Gr/Mile

MODEL RESULTS FOR FILE disntest

RECEPTOR	* PRED	* WIND *	COCN/LINK
	* CONC	* BRG *	(PPM)
	* (PPM)	* (DEG) *	A B
	*	*	*
RECPT 1	* 4.4	* 173 *	3.4 1.0

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